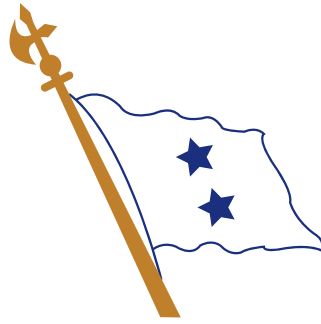




THE NAVY SUPPLY CORPS Newsletter

2018 | Issue 1

Humanitarian Efforts




A Message from the Chief of Supply Corps

In his Letter to the Force, Secretary of the Navy Richard Spencer wrote, “Our priorities center on people, capabilities, and processes, and will be achieved by our focus on speed, value, results, and partnerships.” Our supply community took this focus to heart, as we responded with urgency to provide vital support for our U.S. government agencies’ humanitarian relief efforts this past year.

With a commitment to serve, our military and civilian members joined together to get assistance to those in need, whether they had been through an earthquake, hurricane, or other crisis. Our teams’ readiness enabled us to rapidly provide critical support to these missions. Our relief efforts last year touched so many lives. From our storm ravaged territories and southeastern states to our neighbors in Mexico, our efforts brought real relief to those hurting.

Operational readiness is key to executing the mission when a natural disaster or crisis strikes without warning. Readiness is more than just doing your job. It is about having the competencies to succeed, combined with the integrity to make the tough decisions. It is a powerful combination when you have the ability to do the job, you understand what you bring to the fight as an individual, and you understand how the organization works. While understanding supply support at the last tactical mile is important, understanding what is behind the support is just as important. The professional, character, and individual readiness demonstrated by our team members enabled us to provide relief when our nation needed us.

The rewards of a successful humanitarian relief effort are shared by those in need, and in the hearts of those who had the opportunity to help. They affect our supply community, military and civilian, and shape our character. I sincerely thank all who supported our humanitarian relief efforts, all of our team members who trained, supported, strengthened and enabled our teams in so many ways, and those who are cataloging our lessons learned for the future.



J. A. YUEN
RADM, SC, USN



NEWS FROM THE Command Master Chief

Team Supply,

This newsletter edition revisits our responses to the series of natural disasters and crises our Navy and country faced in 2017, including the earthquake response in Mexico, and the hurricanes that caused flooding in Texas, southern Florida, Louisiana, Puerto Rico and the Virgin Islands. We saw our supply community respond to each situation, and provide humanitarian assistance. These events not only impacted thousands of civilians who needed immediate emergency assistance and care which was often the critical factor between life or death, in many cases our Navy shipmates were also affected.

As we explore the year's humanitarian efforts, I would be remiss if I didn't mention the NAVSUP Enterprise teamwork including Navy Exchange Command, NAVSUP Fleet Logistics Center (FLC) Yokosuka, NAVSUP FLC Yokosuka Site Singapore, and other commands that were first responders to the crew of both USS Fitzgerald (DDG 62) and USS John S. McCain (DDG 56). The support and accommodations following the ship collisions and the loss of our shipmates were vital in assisting these commands in this most challenging time. This NAVSUP Enterprise teamwork brought immediate assistance to our shipmates, including uniforms, immediate phone services, and other vital requirements when their need was great.

Thank you to all of those who were part of the collective team of first responders, and those that were a part of the combined efforts to ensure our shipmates, friends, families, and our communities had the resources to navigate through their challenges. Our relief efforts continue as many areas still recover from the devastation. These responses reminded us of the power of teamwork and coordination that enable "Team Supply" to execute the mission.

Lead with character and competence!

CMDCM (SW/AW) THADDEUS T. WRIGHT, USN
MASTER CHIEF PETTY OFFICER OF THE SUPPLY COMMUNITY
NAVAL SUPPLY SYSTEMS COMMAND

NEWSLETTER

Volume 81, No. 1

Rear Adm. Jonathan A. Yuen,
SC, USN
Commander

**Naval Supply Systems Command
and Chief of Supply Corps**

Mr. Mike Madden
Vice Commander
Naval Supply Systems Command

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Chief of Staff
Naval Supply Systems Command

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Jacksonville/Mayport:
February 5-9

Pacific Northwest:
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SPECIAL INTEREST

Navy Supply Corps Leadership Symposium

BY CAPT. ROBERT WILLIAMS, SC, USN, CORPORATE OPERATIONS; LT. CMDR. DAN O'BRIEN, SC, USN AND LT. CMDR. ALBERT SONON, SC, USN, COMMANDER'S ACTION GROUP
NAVAL SUPPLY SYSTEMS COMMAND

The 2017 Navy Supply Corps Senior Leadership Symposium was held in Leesburg, Virginia, Nov. 15-17. More than 200 senior leaders participated in this year's event, including active and Reserve flag officers, Naval Supply Systems Command (NAVSUP) senior executive service members, captains, and captain selects. The objective was to share perspectives from leaders across the naval supply community, focusing on NAVSUP priorities, professional competency, and improving warfighter support.

NAVSUP Commander and Chief of Supply Corps Rear Adm. Jonathan A. Yuen welcomed the attendees, and reminded the group about his philosophy that "good ideas come from everywhere; not just anywhere, but everywhere." This year's themes—Setting the Strategic Stage, The Changing Environment, and Mentorship—covered a wide variety of topics designed to bolster the camaraderie of the Supply Corps and chart the course for the future. Yuen emphasized the importance of character, competence and commitment to those who wear the oak leaf, regardless of their duty station. He summed up his message of oneness by reiterating, "It doesn't matter what color name tag you wear, we are here to support the Navy and Joint warfighter."

In remarks to the captain selects, Yuen discussed their role as "vice presidents" of the Supply Corps. When he asked the group to describe an attribute of a great leader using one word, every response, though varied, focused on character. Yuen stressed that while character is very important, it is not enough. Character leaves an everlasting impression on your team and inspires those who are led, but competency is also critical at the senior officer level.

Setting the Strategic Stage

Office of the Chief of Naval Operations Logistics Programs and Business Operations (OPNAV N41) Director Rear Adm. Peter Stamatopoulos provided a brief on Supply Corps community values, emphasizing senior leadership's role in growing future leaders of the corps. NAVSUP Vice Commander Michael Madden reminded the attendees of the importance of their leadership to help shape the NAVSUP Enterprise as we continue our reform efforts.

NAVSUP representatives discussed NAVSUP Global Logistics Support re-alignment, and how NAVSUP headquarters will have a more active role in fleet operational and tactical missions. NAVSUP will have direct oversight of the eight NAVSUP Fleet Logistics Centers (FLCs), and each activity will become an Echelon III command. NAVSUP Ammunition and NAVSUP Energy will be realigned as officers-in-charge reporting directly to NAVSUP headquarters.

NAVSUP Judge Advocate General provided a brief regarding ethics and legal matters relevant to the Supply Corps. NAVSUP Weapon Systems Support communicated the value proposition of NAVSUP being the translator of Navy requirements. Stamatopoulos then finished the day by discussing the budget process from the OPNAV perspective.

The Changing Environment

Day two opened with briefs from various logistics support agencies and three overseas NAVSUP FLC commanding officers. Attendees from Defense Logistics Agency and Defense Contract Management Agency discussed how their commands support the warfighter, and how they fit within the logistics sustainment process. Each activity's unique role in supporting the warfighter complements the others, ensuring requirements are satisfied to meet mission objectives. The NAVSUP FLC commanding officers each gave an environmental scan on issues affecting their areas of responsibility, and how their commands are aligned to support the warfighters in these dynamic times.

Fleet supply officers also shared their perspectives and roles as the logistics leaders within their respective areas of responsibility. Each described the importance of knowing the business and how the logistics and operational dynamics have changed over time. United States Pacific Fleet Logistics, Fleet Supply and Ordnance (N4) Director Rear Adm. John Palmer and U.S. Fleet Forces Command Fleet Ordnance and Supply/Fleet Supply Officer (N41) Director Rear Adm. Jack Moreau discussed how their roles differed, but still focused on customer requirements. Importantly, they noted that fighting in the Pacific Fleet has a completely different set of rules than fighting in the Atlantic Fleet. As the Supply Corps, we need to understand this nuance and what our customers need to win the fight.

Mentorship

The final day featured retired Vice Adm. Keith Lippert, who shared his perspective of mentorship throughout his career, spanning both his military service and his private sector work. He stated that you don't need a formal mentoring program to make it work. Every

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The 2017 Navy Supply Corps Leadership Symposium Attendees

Rear Adm. Jonathan Yuen addressed leadership about working together as one.



...continued from page 1

individual should find someone he or she respects and feels comfortable discussing personal and professional concerns with.

This was followed by a Training with Industry (TWI) overview brief by four recent program alumni. The TWI program partners with The Home Depot®, Starbucks Coffee Company®, FedEx®, and ExxonMobil™. Each briefer provided their perspectives on the program, what value they derived from the work they did, and how both the Navy and the companies benefited from the experience.

The symposium provided an opportunity for attendees to rethink business as usual, and to look at reform and how we can do things differently in the Supply Corps. Yuen stated, “We are operating in a dynamic and uncertain environment that requires operational readiness at a moment’s notice. And through all of this, we must be readiness generators.”

Yuen expressed that all Supply Corps officers must remember they are naval officers first, and it is imperative to understand their role in the fight. The Supply Corps, one of eight Navy staff corps, stands shoulder-to-shoulder with warfighters. It is critical, Yuen noted, for our community to get involved early, understand the requirements, and provide the necessary support because our efforts are critical for logistics sustainment. 🌟



Left: Acting Undersecretary of Personnel and Readiness Anthony Kurta, left, and Acting Assistant Secretary of the Navy for Manpower and Reserve Affairs Robert Woods, right, present Kelly Thomas with the Department of Defense Outstanding Employee with a Disability Award.

—photo by MCI Jonathan L. Correa

NAVSUP Employee Receives DoD Disability Award

BY PEGGY HOFFMAN, OFFICE OF CORPORATE COMMUNICATIONS
NAVAL SUPPLY SYSTEMS COMMAND

A Naval Supply Systems Command (NAVSUP) civilian human resource specialist was recently honored with the Department of Defense Outstanding Employee with a Disability Award by Anthony M. Kurta, performing the duties of undersecretary of defense for personnel and readiness.

Kelly Thomas accepted the award at the 37th Annual Department of Defense Disability Awards ceremony at the Pentagon. The ceremony honored 21 service members and civilians with disabilities for their outstanding contributions supporting the DoD mission.

"I commend you all on the phenomenal strides you've made to improve the state of disability employment," Kurta said. "The mission of personnel and readiness is to

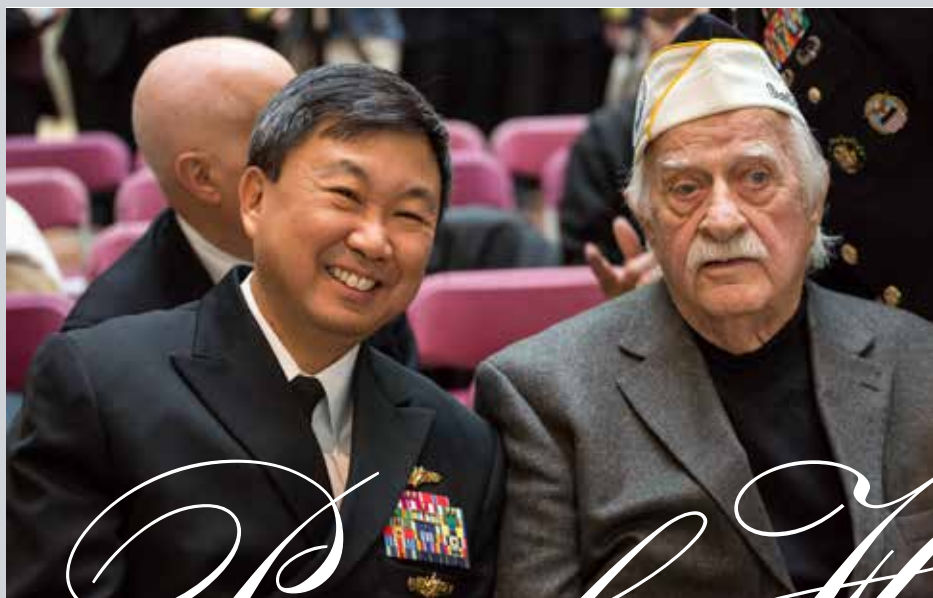
enhance the readiness of the all-volunteer force. And one of our key strengths in that all-volunteer force is our diversity."

Thomas is a member of the workforce development branch, training and development team and services the entire NAVSUP workforce, over 6,000 civilian employees and military personnel, located across CONUS and OCONUS activities. She excels at serving the NAVSUP Enterprise as the program manager of the Honorary and Organization Awards Program and the Individual Development Plan (IDP) and Competency Manager Program. She is passionate about each and every employee within the NAVSUP Enterprise being recognized and awarded for their contributions and efforts that attribute to the success of the NAVSUP Enterprise.

"I have always had the utmost respect for all those who serve, both military and civilians, and it is my privilege to serve alongside them. It is gratifying to know that the work I do each day has made a positive impact on the men and women of the DoD and NAVSUP in particular," said Thomas. "To be recognized in this manner by my peers is very humbling. To be honored in this way is never expected but always appreciated!"

In addition to her daily workload, Thomas conducted training for all NAVSUP personnel on the IDP and developed the NAVSUP instruction that governs the program. Because of these efforts, she directly impacted the success and drastic improvement in the number of employees across the enterprise having an approved IDP. Thomas is considered the NAVSUP expert in the Total Workforce Management System used for IDPs.

"Today, employing a diverse, inclusive workforce helps NAVSUP better execute our mission and serve our customers," said NAVSUP Commander Rear Adm. Jonathan Yuen. "NAVSUP is committed to welcoming all individuals who bring new and innovative ways of thinking." 🌟



Left: NAVSUP Commander and Chief of Supply Corps Rear Adm. Jonathan Yuen thanked those who had served before him.





Pearl Harbor survivors, dignitaries, elected officials and military personnel commemorated Pearl Harbor at the Pennsylvania State Capitol, Harrisburg, Pennsylvania at 12:55 p.m., Dec. 7.



Day Ceremony



Left: NAVSUP Rear Adm. Jonathan Yuen; Keynote Speaker Lt. Governor Mike Stack; and Naval Support Activity Mechanicsburg Commanding Officer Captain Kyle Bryan.



NAVSUP FLC Sigonella Employee Wins DOD Contracting, Procurement Award

BY TIA NICHOLE MCMILLEN
CORPORATE COMMUNICATIONS
NAVSUP FLC SIGONELLA



Above: Gary V. Trimble, husbanding team lead, NAVSUP FLC Sigonella Site Naples

Gary V. Trimble, husbanding team lead, NAVSUP Fleet Logistics Center (FLC) Sigonella Site Naples, won the 2017 Defense Acquisition Workforce Award for contracting and procurement.

Earlier this year, Trimble was named Acquisition Professional of the Year in the 2017 Department of the Navy Acquisition Excellence Awards, and then competed against other Department of Defense nominees.

Trimble's leadership was instrumental in awarding the Navy's first two regionalized indefinite delivery/indefinite quantity (IDIQ) multiple award contracts (MAC) for husbanding services.

"This award is a wonderful recognition of the hard work that our husbanding team at NAVSUP FLC Sigonella has put in over the last three years to making the husbanding process under the MAC a success for all involved," said Trimble.

The IDIQ MAC acquisition strategy, a key component in revamping the Navy's husbanding process, represents a milestone in the Navy's approach to providing critical port services to ships, reduces operational

risk, and maximizes competition throughout a geographic region. This acquisition strategy, in addition to moving orders and payment work off ships, has improved communication among stakeholders; provides improved port visit planning; facilitates standardization; develops a more efficient off-site process to validate, track, fund, and reconcile invoices; and provides more robust on-site representative support.

"NAVSUP FLC Sigonella has a long history of hiring the best and brightest employees. It's great to see Mr. Trimble recognized for his hard work and dedication to getting the job done right and in the most efficient and effective way possible," said Capt. Jerry King, chief of contracting for NAVSUP FLC Sigonella.

The acquisition awards were established to recognize individuals and teams that have demonstrated excellent performance in the acquisition of products and services for the Department of Defense. 🌟



Right: Trimble receives the Acquisition Excellence Award. Left to right: NAVSUP Vice Commander Michael Madden; Assistant Commander for Contracting Mark Bennington; Deputy Assistant Commander for Contracting Capt. William Hayes; Gary Trimble; and Assistant Secretary of the Navy for Research, Development and Acquisition Allison Stiller

FEATURE STORY

Powerful Prediction: Finding a Better Way to Forecast Hurricane Strength

BY WARREN DUFFIE JR.,
CORPORATE STRATEGIC COMMUNICATIONS
OFFICE OF NAVAL RESEARCH

As Hurricane Irma approached U.S. shores, researchers sponsored by the Office of Naval Research (ONR) were using air-dropped autonomous sensors to compile real-time ocean observations to help forecasters predict the strength of future tropical storms.

This marks the first time the sensors, called ALAMO (Air-Launched Autonomous Micro Observer) sensors, were being used in hurricane-prediction research. While standard computerized prediction models rely on atmospheric data like air temperature, humidity, altitude, and wind speed and direction, the ALAMO sensors, sponsored by ONR, measure oceanographic phenomena beneath the sea surface.

“Hurricanes like this have a devastating impact on coastal regions, and our thoughts and prayers are with the affected communities,” said Chief of Naval Research Rear Adm. David J. Hahn. “Often, there is an intersection of military and civilian needs. If we can improve the lead time and accuracy of storm forecasts, it would give national and local leadership more time and detailed information for preparations, evacuation or shelter-in-place decisions.”

Fully developed tropical cyclones called hurricanes or typhoons, depending on their region, can grow as wide as several hundred miles and sustain winds greater than 150 miles per hour. With historically high winds, Hurricane Irma is one of the strongest storms ever recorded in the Atlantic Ocean.

Such storms are notoriously difficult to predict, presenting a volatile meteorological cocktail that can change direction, speed and strength quickly and unexpectedly. One reason is that current forecasting models focus on the atmosphere, instead of underwater properties that contribute to the creation of hurricanes, but are difficult to observe.

In addition to the potential catastrophic damage to coastal communities, hurricanes also pose a severe threat to U.S. Navy fleet operations. Accurate forecasting is critical for protecting ships at sea, evacuating vulnerable bases, and performing humanitarian assistance and disaster relief.

The ONR-sponsored research team composed of U.S. Naval Academy midshipmen and scientists from Woods Hole Oceanographic Institution dropped 10 ALAMO sensors from an Air Force C-130 “Hurricane Hunter” aircraft into Caribbean waters off the coast of Florida, ahead of the storm. The sensors continued to make observations and were also used to track ocean dynamics in the approaching Hurricane José.

Short, metal tubes crammed with sensors and scientific instruments, each ALAMO sensor sank nearly 1,000 feet underwater and then rose again. They’ve been tracking ocean temperature, salinity and pressure, and transmitting this data via satellite, for use by the Naval Research Laboratory to update the Navy’s coupled ocean-atmosphere forecasting models.

“The ALAMO sensors will enable us to get an accurate picture of conditions in the water column – before, during and after a hurricane,” said Capt. Elizabeth Sanabia, an oceanography professor at the U.S. Naval Academy, who is overseeing the research. “For the Navy, this improved forecasting will increase operational readiness and mitigate risk. For the nation, it will result in better response planning and potentially save lives.”

The participating Naval Academy midshipmen were Casey Densmore, Kelli Wise, and Rachel Boushon.

Once the immediate danger of Hurricane Irma passed, the information accumulated by Sanabia’s team will be used to improve the Navy’s Coupled Ocean/Atmosphere Mesoscale Prediction System-Tropical Cyclone – COAMPS-TC, for short. COAMPS-TC, developed with ONR support, uses complex algorithms to predict hurricane intensity – by processing real-time and historical meteorological data, fed by information from satellites.

“Our goal is to improve ocean and atmosphere modeling and prediction for fleet operations,” said Dr. Ronald Ferek, a program manager in ONR’s Ocean Battlespace Sensing Department. “The real-time COAMPS-TC forecasts for Hurricane Irma help the Navy issue operational guidance for fleet safety, and improve understanding of the complex air-sea interaction processes that drive the intensity of tropical hurricanes.”

ONR’s sponsored hurricane research is part of the Task Force Ocean initiative, which seeks to strengthen the Navy’s oceanographic capabilities in ocean sensing and modeling technology. 🌟

NAVSUP FLC San Diego Supports Mexico Humanitarian Assistance Efforts

BY CANDICE VILLARREAL
OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

NAVSUP Fleet Logistics Center (FLC) San Diego personnel assisted in the coordination and delivery of more than 50,000 pounds of humanitarian aid supplies as part of earthquake relief efforts for Mexico Sept. 20.

The White House ordered the urgent staging and delivery of the medical, water sanitation and hygiene supplies following a 7.1 magnitude earthquake that rocked the Mexican nation Sept. 19.

NAVSUP FLC San Diego executed the President's request in collaboration with Project Handclasp and United States Northern Command, ensuring 48 pallets of disaster relief supplies were on the ground and in the hands of the Mexican people within hours.

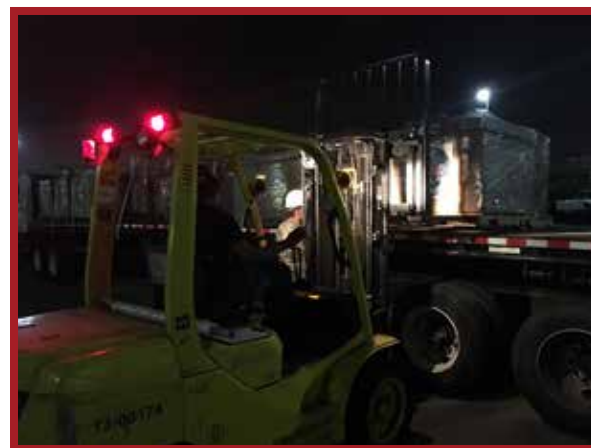
"Very quickly after receiving the call, we were able to get the humanitarian aid identified, sorted, packed, banded and transported to the flight line for delivery," said Craig Horton, Integrated Logistics Support (ILS) Department director. "To lend a hand in helping a nation in their time of need was an incredibly important priority for us."

Humanitarian assistance and international relief operations have long been a part of U.S. maritime force core capabilities.

"The Navy isn't just a fighting force; we are also ambassadors of goodwill between the United States and many other countries," said Rich Monahan, ILS engineering division officer. "We are a team of Sailors and civil servants who care about our global neighbors."

The earthquake struck on the 32nd anniversary of the 1985 earthquake that killed thousands in central Mexico. The force of this quake reduced buildings to rubble and left large swaths of central Mexico without power.

"In times like these, it is imperative to have the right supplies and capabilities on site in very short order," said Commanding Officer Capt. Michelle Morse. "I believe we hit the mark, and I believe I speak for everyone on this team when I say it was an honor to be a part of that effort. Our thoughts and prayers are with the people of Mexico as they navigate through this inconceivable tragedy." 🌟



—photos by Cmdr. Benjamin Sheinman

San Diego Fly-Away Logistics Team Surges, Supports after Hurricane Irma

BY CANDICE VILLARREAL, OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

NAVSUP Fleet Logistics Center (FLC) San Diego's fly-away enterprise logistics response team (ELRT) returned from its surge to military installations in Florida and Cuba in support of Hurricane Irma Sept. 29.

The ELRT team was formed to surge and augment other NAVSUP FLCs in times of crisis or emergency. A total of 14 team members dispatched to installations in Mayport and Key West, Florida and Guantanamo Bay, Cuba following Irma's wrath.

With a logistics presence in every theater, the NAVSUP Enterprise is positioned to support fleet and region commanders in accomplishing their missions when an individual NAVSUP FLC or Navy Exchange's resources are inadequate to sustain logistics support requirements.

"Hurricane Irma wiped out a lot of services on some of the military bases," said Lt. j.g. John Waurio, services and quality assurance officer for the command's logistics support team. "The supply departments there were hurting for manpower, and the civil servants could not return to assist until after evacuation orders were lifted. We had to step up and make sure the show went on. That's our purpose."

Once on the ground, the team flexed a full array of logistics functions, utilizing information technology systems and communications links to demonstrate full functionality and connectivity where the Navy needed it. The ELRT's arrival ensured continuity of operations in warehousing, hazardous materials, inventory management, postal, and other lifeblood logistics operations with minimal manning.

"I think we went out and performed the way we trained, and we met our mission," said Waurio. "There are a lot of functions and processes that must continue regardless of whether or not there is an emergency situation. Our operations following Irma are now being analyzed to see what we learned and how we can improve for future deployments."

According to Commanding Officer Capt. Michelle Morse, the ELRT stages itself for deployment within 96 hours of a disaster or emergency situation in its area of responsibility.

"The goal is for this team to move in and temporarily augment or take over for the NAVSUP FLC they're supporting in the affected region," said Morse. "This allows the home NAVSUP FLC to move into the field and operate, or to continue with essential operations when manpower is an issue. Logistics capabilities are crucial to any military operation, but this is especially true in an emergency scenario."

Hurricane Irma was the first real-life situation for which the ELRT was deployed. Previously, they had participated only in training exercises aimed at demonstrating surge capability in the field.

"Over the last year, this team has worked diligently to ensure they are up to the task for any situation," said Cmdr. Gilberto Penserga, fleet operations director. "Setting up workstations, logging into necessary websites and databases, establishing connectivity, and simulating drills helped them establish the muscle-memory required to maintain deployability at a moment's notice."

The ELRT is designed to support situations ranging from humanitarian assistance and disaster response to various other types of contingencies on an emergency basis. All junior enlisted Sailors, chief petty officers, and commissioned officers in a supply rating at the command are assigned at least one ELRT function. Aviation Boatswain's Mates (fuels) are also included.

All ELRT Sailors are required to complete dozens of training and qualification requirements, including Survival, Evasion, Resistance and Escape training, general purchase card training, and material handling equipment qualifications, along with obtaining international driver's licenses. Additionally, the Sailors are required to maintain up-to-date pre-deployment medical, dental, and family care plans, passports, meet clearance requirements, and train and qualify on various logistics and transportation systems. 🌟



NAVSUP Deploys First ELRT in the Aftermath of Hurricane Irma

BY BARBARA BURCH, OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE

Naval Supply Systems Command (NAVSUP) activated the rapid-deploying enterprise logistics response team (ELRT) in the aftermath of Hurricane Irma, which devastated Naval Air Station (NAS) Key West on September 11, 2017.

The innovative 26-person team was comprised of hand-picked, top performing supply rating Sailors, civilians, and officers. The team was qualified and ready to hit the ground running at a moment's notice to provide logistics support of Navy's needs, when and where it is needed.

This particular team consisted of personnel from NAVSUP Fleet Logistics Centers (FLCs) San Diego and Puget Sound, who traveled to Jacksonville, Florida, ready to support recovery efforts at Naval Station

(NS) Guantanamo Bay, Cuba, NAS Key West, NS Mayport, and NAS Jacksonville, Florida.

The preparations began long before Irma reached the continental United States. The operations team at NAVSUP FLC Jacksonville, headed by Lt. Cmdr. Alejandra Holch, requested possible support from stateside NAVSUP FLC commanding officers not impacted by Irma, to be ready to respond to the call for an ELRT.

On Sept. 11, after initial damage assessments were received from NAS Key West, and while the storm continued to impact Jacksonville, the call was made to activate the ELRT. The team arrived at NAS Jacksonville as soon as the base was safe for operations, Sept. 14, to begin the reception, staging, onward movement, and integration process (RSOI).

"The ability to notify, execute, and coordinate the arrival and forward movement of a large supporting team within 48 hours was a personal challenge. With the support of the NAVSUP Enterprise and the incredible work done by the operations team, we were able to establish NAS Jacksonville as the RSOI," said Holch.

Working tirelessly, NAVSUP FLC Jacksonville Assistant Operations Officer Lt. Jessica Chamberlain divided the ELRT personnel into two groups to assist with recovery efforts staged from Guantanamo Bay and at Key West. ELRT Team One would support efforts at NAS Jacksonville and on the ground at NAS Key West, while Team Two would support from NS Mayport and on the ground at





NS Guantanamo Bay in support of disaster recovery efforts in the Virgin Islands and Puerto Rico.

At the initial staging, while waiting for indoctrination from the operations team, the team tied up loose ends, calling home in case of no connectivity at their next stop; realizing some would be on the front line of disaster recover with the possibility of limited food, water, and daily comforts.

The team consisted of many different faces, including a father of triplets, a young mother who had to send her child to another state with just hours' notice to deploy, and a former pro golfer, now in the Navy, who lived in South Florida and knows the devastation a hurricane can bring. In addition, three team members from the Navy Exchange Service Command deployed with the team to assist with health and comfort distributions for the Key West rescue and recovery personnel.

The members came together as a newly formed elite team, ready to work side-by-side to give much needed relief to overworked and overwhelmed personnel on the front line of recovery.

"Thanks to those who departed their place of comfort to sprint toward the needs of others," said NAVSUP FLC Jacksonville Commanding Officer Capt. Matt Ott. "They put their lives on hold to respond and make a positive difference."

Facing real-life, real-time challenges, the ELRT demonstrates NAVSUP's power to respond – ready to ensure warehousing, hazardous materials, port visit service support, aviation supply, postal, and other lifeblood logistics operations continue as necessary when and where it matters most. 🌟



NAVSUP Global Logistics Support Operationalizes NAVSUP ELRT

12 BY LT. JESSICA CHAMBERLAIN, SC, USN
ASSISTANT OPERATIONS OFFICER
NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE

In Aug. 2017, Hurricane Harvey made landfall as a Category 4 hurricane with winds near 130 miles per hour, catastrophically impacting the Texas Gulf Coast region.

While NAVSUP Fleet Logistics Center (FLC) Jacksonville site directors were assisting in recovering base operations at Naval Air Station (NAS) Corpus Christi, NAS Kingsville, and NAS Fort Worth, Texas, they faced the increasing demands to support the Federal

Above: Chief of Naval Operations (CNO) with ELRT members in Key West. Front Row: LSC Genedine Cabrera, CNO Adm. John Richardson, LS1 Geronimo Jimenez, LS2 Regina Leuty. Back Row: Lt.jg. John Waurio, LS1 James Wade, LS2 Joseph Clugston, LSSN Jeannette Rangel, and LS1 Steven Morones.

Emergency Management Agency's operations in the region. This demand signal, coupled with another hurricane (Hurricane Irma) developing right behind Harvey, prompted the decision to activate a NAVSUP enterprise logistics response team (ELRT).

What is an ELRT? An ELRT is a team of trained personnel who can be activated from another NAVSUP FLC to enhance NAVSUP's global reach by providing supported commands the leverage to source capability and capacity without overtaxing the local workforce. NAVSUP FLCs San Diego and Puget Sound became the supporting commands providing personnel to form an ELRT in response to Hurricane Irma. A total of 26 people were tasked to aid NAVSUP FLC Jacksonville. Both NAVSUP FLC Puget Sound and NAVSUP

FLC San Diego deployed 13 each to support the affected bases.

On the evening of Sept. 11, NAVSUP FLC Jacksonville Commanding Officer Capt. Matt Ott officially activated NAVSUP's first ELRT. By Sept. 13, the ELRT personnel were at NAS Jacksonville where they received an indoctrination, assignments, gear issue, and area of responsibility awareness briefings.

ELRT members assisted with getting base and supply operations reconstituted at NAS Key West. Originally seven members went to Key West to help the supply mission essential personnel, but due to the amount of assistance required and severity of damages, four more personnel were quickly dispatched. At one point, the ELRT accounted for more than 55 percent of the Key West supply department staffing.

Six members traveled to Naval Station (NS) Mayport to assist with the emergency outfitting and warehouse operations. Three members remained in Jacksonville to supplement and support the contracting, operations, and regional watchstanding responsibilities.

Another six members went to NS Guantanamo Bay to assist with the logistical support with the increased number of U.S. Navy and U.S. Coast Guard vessels.

The ELRT contracting officer was subsequently transferred to NAVSUP FLC Norfolk to support emergent recovery efforts in the Caribbean region due to Hurricane Maria.

As NAVSUP FLC Jacksonville began tracking Hurricane Irma, the storm quickly escalated into a Category 5 hurricane as it passed over Puerto Rico, Cuba, and eventually making landfall in the Florida Keys Sept. 10. Three states declared a state of emergency, the President signed a Federal State of Emergency, and thousands of people throughout Florida evacuated. Many bases reduced staff to

mission essential personnel (MEP) only and sites like NAS Key West started to evacuate all personnel, including MEP.

Hurricane Irma severely damaged NAS Key West, with less severe damage at NAS Jacksonville and NS Mayport. NAS Jacksonville was back open for normal business on Sept. 13 as it was less affected by the hurricane, and NS Mayport was back to normal operation by Sept. 18. NS Guantanamo Bay became the support base for more than twenty displaced U. S. Navy and U. S. Coast Guard vessels operating in the Caribbean waters.



Above: ELRT members LS2 Joseph Clugston, LS2 Steven Zybert, LS2 Christopher Edmondson, and Lt.j.g. John Waurio palletizing a shipment of meals in a hangar bay at NAS Jacksonville. —photo by Lt. Jessica Chamberlain

ELRT is not a new concept within the supply community, but its limits, capabilities, and capacity to support the mission had not been fully tested. As the first operational activation, ELRT was tested in ways no exercise would ever be able to mimic.

ELRT members can deploy within 72 hours in support of a dynamic, evolving operation, with each member providing their own capabilities, skillsets, and prior humanitarian experiences to the team.

The team had to overcome challenges with communications and adapting to all the moving pieces. The operational environment was constantly changing due to the majority

of communication channels being down, facilities damage, and the influx of people moving between the different areas. Ensuring the ELRT had current information and establishing command and control with a group working together for the first time in four different physical locations was a challenge, but the team quickly came together.

With power down in many areas, and less affected bases receiving evacuees and their families, all available assets were being used. Everyday tasks such as arranging lodging and transportation were more

complicated. Defense Transportation System (DTS) played a bigger piece than anticipated. Though various locations may be authorized, knowing how to change orders to include specific locations was important. With rental cars, larger vehicles needed to be authorized to ensure members and extra baggage could be moved when government vehicles were not available. Going into an area affected by intense storms, team members may not be berthed in the same barracks, building, or hotel and they may not have the expected amenities.

The ELRT members quickly adapted to the

arduous environment in the wake of Irma. Their ability to use on-hand materials and equipment proved vital in finding the needed solutions to keep the Navy supply operation active and responsive.

ELRT is a key ready and responsive resource that proved its value and will be used again in the future to meet NAVSUP mission of “providing supplies, services, and quality-of-life support to the Navy and Joint warfighter.” ☀

Hurricane Maria and Irma First Responders: USS Wasp Bringing Logistics to Puerto Rico and the Virgin Islands

BY CMDR ANDREW TROUT, SC, USN, SUPPLY OFFICER, USS WASP (LHD 1)

USS Wasp (LHD 1) began transiting from Norfolk to Sasebo, Japan on Aug. 30 for a scheduled homeport shift, to take over duties as the amphibious assault ship for the Navy's Forward Deployed Naval Force. We left Norfolk knowing we were being sent to Japan to project influence over the Pacific theater with the nation's newest strike fighter aircraft, the F-35 Lightning II. The Marine Corps is the first service in the Department of Defense (DoD) to deploy the F-35 or Joint Strike Fighter. The Wasp and 31st Marine Expeditionary Unit (MEU) were selected to deploy as the Navy/Marine Corps team's showcase for the new Joint Strike Fighter program as the F-35 began its operational life in naval aviation.

As the ship began the transit to the Pacific, we never imagined we would play such an integral role in supporting the humanitarian relief efforts in the U.S. Virgin Islands, Puerto Rico, and the island nation of Dominica.

Wasp's transit to Japan was scheduled to take approximately 63 days. Having gone through the mid-cycle assessment and numerous inspections with Naval Surface Force Atlantic and Naval Air Force Atlantic, our supply department was ready for both the transit and the upcoming challenges of

being a forward-deployed unit. We planned appropriately and our food service division (S-2) was loaded for our two-month voyage to Japan. Our readiness divisions took the transit time to plan ahead for logistical challenges awaiting Wasp in the 7th Fleet and prepared for challenges due to minimal support in South American ports, no Military Sealift Command assets available to leverage during the transit, and unknown demands on the oldest LHD in the Navy.

The first week during our transit was relatively quiet. However, we soon realized that the Caribbean hurricane season would have a significant impact on our transit to Japan when we were rerouted to avoid Hurricane Irma.

Immediately after Hurricane Irma made landfall on the U.S. Virgin Islands, Wasp, along with Helicopter Sea Combat Squadron (HSC) 22, became the first responders tasked with surveying the damage and assisting with any medical emergencies. Additionally, Wasp was tasked with performing greatly-needed patient transfers from St. Johns and St. Thomas to a functional medical facility in St. Croix. Overall, HSC-22 flew 98 hours evacuating 126 American citizens, moving 160 Department of State and DoD personnel, and moving 4,850 pounds of relief

supplies and equipment. As the situation in the U.S. Virgin Islands stabilized, Hurricane Maria was increasing in size off of the coast of South America.

Wasp was directed to support Dominica after being ravaged by Hurricane Maria. Again, Wasp acted as the first responder and was tasked with evacuating American students from Ross University School of Medicine. Additionally, Wasp participated in the evacuation of Dominica's citizens to the nearby islands of Guadalupe and Martinique. Supporting the mission in Dominica was more complicated due to the Humanitarian Assistance and Disaster Relief mission vice the Defense Support of Civil Authorities on foreign soil. The mission had a specific scope and was coordinated through U.S. Southern Command and not part of the U.S. Northern Command (USNORTHCOM) operation in support of U.S. citizens. We were reassigned to help with the relief efforts in Puerto Rico after one week in Dominica.

Wasp's mission shifted back to Puerto Rico as the primary focus of effort, and was one ship in a growing naval task force that would include more than 4,500 Sailors from the ships USS Kearsarge (LHD 3), USS Oak Hill (LSD 51), and USNS Comfort (T-AH 20) as well as the 26th MEU and other supporting commands. The mission was led by





Commander, Expeditionary Strike Group 2 Rear Adm. Jeffrey Hughes and his staff who reorganized into Commander, Task Force (CTF) 189 under USNORTHCOM as Joint Force Maritime Component Commander. CTF-189 actual, embarked on Kearsarge, was tasked in recovery operations and relief efforts in the aftermath of Hurricane Maria. CTF-189 was the largest portion of the DoD presence supporting Federal Emergency Management Agency, the lead federal agency, to help those affected by Hurricane Maria in order to minimize suffering.

Due to the damage done by Hurricane Maria to the infrastructure of Puerto Rico, Wasp embarked four additional squadrons including detachments from HSC-5, HSC-7, Helicopter Mine Countermeasures Squadron (HM) 14, and HM-15 to strengthen the aviation arm of CTF-189 that included the bulk of naval aviation deckload in the region.

The anticipated collapse of the Guajataca Dam near the town of Quebradillas in the northeast region of Puerto Rico, had the potential to make the situation on the ground disastrous. The Guajataca Dam, which had approximately 70,000 Puerto Ricans living in the vicinity, became unstable



and had eroded to the point of potential collapse. Working with the U.S. Army Corps of Engineers, Wasp embarked heavy lift assets from HM-14 and HM-15 to assist in strengthening the dam with jersey barriers to prevent additional damage and flooding to the communities adjacent to the dam.

Wasp supported recovery efforts and conducted 244 medical evacuations, delivered more than 4.6 million pounds of relief supplies, cleared approximately 100

miles of routes, flew approximately 1,600 flight hours for defense support to civil authorities, and treated 1,250 patients aboard the Comfort. The actions and quick ramp-up of operations of the Wasp's supply department played a significant role in the humanitarian efforts. 🌟

USS Iwo Jima's Supply Department Supports Hurricane Relief Efforts in Key West

BY LT. DOUG CHICO, SC, USN, SALES OFFICER
USS IWO JIMA (LHD 7)

The hurricane season for 2017 was one of the most active in history, and the U.S. Navy was ready to respond. In the aftermath of Hurricanes Harvey, Irma, and Maria, the men and women of the U.S. Navy and Marines Corps responded to provide humanitarian relief to American citizens in Texas, Florida, and Puerto Rico.

As the sales officer assigned to USS Iwo Jima (LHD 7), I had the opportunity to see how the Supply Corps truly makes a difference. In the aftermath of Hurricane Irma, Iwo Jima's supply department played a critical role in the Defense Support of Civil Authorities mission in Key West by delivering the necessary water and supplies to civilians and first responders on the ground and providing logistical support to various units throughout the operation.

As Hurricane Irma headed toward the Florida coastline, Carrier Strike Group 10 Commander Rear Adm. Sam Paparo embarked Iwo Jima, along with a crisis action team comprised of Naval Expeditionary Combat Command personnel and a detachment of Marines from the 26th Marine Expeditionary Force. As the storm veered away from Miami and toward the Keys, Iwo Jima and its crew laid out contingency plans if we were called upon to render aid.

The local government officials in Key West requested military assistance and all available bottled water as the storm passed and relief efforts could commence. The pipeline that supplied the area with fresh water had been damaged during the storm and there was no running water anywhere in Key West. Iwo Jima's ship's store had 575 cases of water that I had procured a year ago for humanitarian operations in Haiti following Hurricane Matthew, but those supplies were not needed due to a rapid response from non-governmental relief organizations. Once the message went out on the ship that all available bottled water was needed in Key West, Master Chief Ship's Serviceman Paul Kapusta and other senior enlisted members organized an all-hands working party to transfer the bottled water from the storeroom to the hangar bay so the Marines could fly it out the next day. The CH-53s from Marine Heavy Helicopter Squadron 461 flew the bottled water ashore. Simultaneously, personnel from Explosive Ordnance Disposal Expeditionary Support Unit 2 and the 26th Marine Expeditionary Unit flew in to provide relief and establish communications with local officials. A couple hours later, I had the unique opportunity to fly into Naval Air Station Key West and assist the crisis action team in the distribution of water and supplies. It was truly an amazing opportunity to help the people of my home state in a time of need.

While the sales and services division played a key role in the initial response, all supply divisions worked together to make the mission a success. The stock control division (S-1) tracked all financial requirements associated with Iwo Jima and its embarked staff to

Sailors, including SH2 Skyler Bennet (far left), give out food, water, and ice to a resident of Key West, Florida, during humanitarian relief efforts following Hurricane Irma's landfall. —photo by MC3 Kevin Leitner



ensure proper funding from U.S. Fleet Forces Command was used. This included providing a line of accounting for the bottled water from the ship's store, transfers from other units, emergent port visits, unplanned replenishments at sea, the distribution of Meal, Ready-to-Eat™ rations and fuel transfers to interagency aircraft. The material and transportation division (S-8) stored 960 specialized water containers that were used to transport the fresh drinking water produced by ship's engineers. Additionally, the aviation supply division (S-6) provided Helicopter Sea Combat Squadron 28 and other squadrons with the necessary parts to keep the helicopters flying during a period of high operational tempo. Overall, all readiness divisions expeditiously processed requisitions to support the mission and ensured proper financial accountability was maintained throughout the operation in Key West.

With regard to feeding the crew, the food service division (S-2/S-5) met every requirement as it provided 1,200 boxed lunches to sustain Iwo Jima Sailors in Key West who had volunteered to work at distribution centers ashore. Additionally, the division provided premier customer service and meals to over 2,200 Sailors, Marines, and civilians in support of the operation. With the influx of military personnel and civilians from Federal Emergency Management Agency, hotel services implemented a plan that provided each guest aboard the ship to have a place to sleep. "The Iwo Jima supply department once again displayed outstanding flexibility and an extraordinary all-hands-on-deck approach when called upon to help our fellow Americans," said Iwo Jima Supply Officer Cmdr. Richie Jenkins. "I'm extremely proud of how they performed following one of the most devastating storms in our nation's history."

The mission in Key West was a success as the Iwo Jima provided the necessary water and supplies to the residents of Key West. I later returned to Key West with a group of volunteers from the ship and saw that the Florida National Guard had shown up in full force to distribute water. The local grocery store had reopened its doors, albeit with limited hours, and the local utility company was in the process of restoring power to the city. A few days later, our mission was declared complete and Iwo Jima departed the area. In total, 51 supply Sailors

went ashore to help with water and food distribution. The Iwo Jima supply department had played a critical role in the overall operation; and the combined efforts of Navy and Marine Corps personnel truly made a difference for the people of the United States during a major natural disaster.

After Iwo Jima returned to homeport in Mayport, another hurricane formed over the Gulf of Mexico. Hurricane Nate, much like Hurricane Katrina in 2005, was projected to make a direct hit on New Orleans, Louisiana, and Iwo Jima was preemptively selected to serve as the command and control ship for the response with Carrier Strike Group 10 embarked. Thankfully, Hurricane Nate weakened and there was limited damage to the Gulf Coast, but as with Hurricane Irma, Iwo Jima and its crew were ready to respond if needed. 🌟

Right: Gov. Rick Scott of Florida thanks supply department Sailors, CS3 Andrew Hart (left) and CS3 Raheem Leonard (far right) from the amphibious assault ship USS Iwo Jima (LHD 7) for their hard work during humanitarian assistance efforts following Hurricane Irma's landfall in Key West, Florida. —photo by MC Michael Lehman



USS KEARSARGE (LHD 3) Providing Critical Hurricane Relief

BY CAPT. DAVID GULUZIAN, COMMANDING OFFICER, AND CMDR. TREY RYKER, SUPPLY OFFICER
USS KEARSARGE (LHD 3)

The Multi-Purpose Amphibious Assault Ship (LHD) is a highly versatile and capable warship. USS Kearsarge (LHD 3) proved this after multiple hurricanes ravaged the U.S. Virgin Islands and Puerto Rico (VIPR) in the summer of 2017. The ship remained at sea for more than 60 days conducting Department of Defense Support of Civil Authorities (DSCA) operations in VIPR.

In late August 2017, Kearsarge was underway in the Virginia Capes, running engineering drills with Afloat Training Group Atlantic for Basic Phase training, when informed of an emergent schedule change: return to homeport immediately and make preparations to provide DSCA to areas in need along the Gulf Coast of the United States in the recent aftermath of Hurricane Harvey. After mooring in Norfolk, Virginia, and only 31 hours pierside, Kearsarge was back underway. During this brief, but busy stop, the crew had loaded more than three million pounds of equipment and supplies. These supplies included: more than 25 heavy vehicles and trailers, wheeled water purification trailers, environment control units, front loaders (bulldozers), generators, tents, fuel trucks, water trucks, disaster relief supplies (e.g. packaged food, water, blankets, etc.), and three weeks of fresh food. In addition, the crew orchestrated the embarkation of 35 Sailors and Marines from Commander, Expeditionary Strike Group TWO, including Commander Rear Adm. Jeffery Hughes and 700 Marines from the 2/6 Marine Expeditionary Unit (MEU). Once underway, Kearsarge embarked six H-60s from Helicopter Sea Combat Wing, Atlantic and two landing craft units (LCUs) from Naval Beach Group TWO. Forty-eight hours later, while heading south, Kearsarge embarked U.S. Marine Corps

aircraft consisting of six MV-22B Ospreys, three UH-1Y Hueys, and three CH-53E Super Stallions.

As the ship approached the southern tip of Florida, it became increasingly clear that Texas and the rest of the Gulf Coast did not require any additional Harvey aid. However, Hurricane Irma was bearing down

on the U.S. Virgin Islands. Kearsarge, now part of Combined Task Force 189 (CTF-189) (including USS Wasp and USS Oak Hill), moved into a position south of Cuba ready to assist any Caribbean island affected by Irma.

As Irma moved past VIPR, CTF-189 and Kearsarge moved in. From Sept. 8 - 18, during the DSCA response in the immediate aftermath of Irma, CTF-189 transported 1,068 personnel and 187,365 pounds of supplies and equipment to Puerto Rico and the U.S. Virgin Islands of Saint Thomas, Saint Croix, and Saint John. Missions included: area reconnaissance, patient transport, passenger/mail/cargo movement, external lift, key leadership engagement, VIP transport, and aviation delivered ground refueling. During these first critical days after Irma,

Sailors and Marines from CTF-189 re-established air traffic control in local airports, delivered food, water, and medical supplies, cleared roadways of debris, and transported patients to level hospital loading. In all, the CTF team performed 424 flight hours completing 121 emergency medical evacuations, transporting 1,392 patients to alleviate hospital overflow, moved 201,765 pounds of relief supplies via air, moved 426,435 pounds via surface, and cleared over 33 miles of highways on Saint Thomas and Saint John Islands.

LCUs provided surface transport to the islands. With a vast carrying capacity, they were able to move vehicles, troops, fuel, and water. Troops



Centro Communal, Puerto Rico. HSC-26 delivers essential commodities—photo by MC3 Dana Legg

...continued from page 17

ashore set to work clearing roadways and debris to allow local citizens access to hospitals, to set up distribution nodes for relief supplies, and to create an “air bridge” of predictable air transport of persons and material.

As Irma relief efforts continued ashore, the meteorology professionals on Kearsarge began to monitor the formation of Hurricane Maria and raised the alarm before anyone else. As Maria began her march, the LCUs pulled relief workers, support personnel, and equipment off the islands and transported them to Kearsarge. Kearsarge then moved south of VIPR to avoid the approaching storm to ensure that ship, people, and equipment would be ready to respond after the storm.

As Maria, a Category 5 storm, passed directly over Puerto Rico, Kearsarge, USS Wasp (LHD 1), and USS Oak Hill (LSD 51) pressed north into the back-half of Maria and arrived on station off the southeast corner of the island. Within hours of the winds and seas subsiding enough to get aircraft safely off the deck and LCUs into the water, CTF-189 went to work.

Initial reconnaissance flights revealed that the U.S. Virgin Islands fared better than expected; however, the damage sustained on Puerto Rico was severe. As of January, CTF-189, with the addition of USNS Comfort (T-AH 20), has transported 2,904,794 pounds of relief supplies and cargo to Puerto Rico, cleared 52 miles of road, transported over 1,700 patients, and set up multiple distribution nodes for relief supplies.

The U.S. Army Corps of Engineers determined the Guajataca Dam in Quebradillas, Puerto Rico, had the potential to fail due to continued erosion around the overflowing spillway. CH-53Es and MV-22Bs were dispatched in order to lift and transport concrete barriers into the base of the dam, in order to slow the erosion and prevent failure while the Army flew in pumps and piping to be strategically placed in order to reroute and lower the water height behind the dam.

CTF-189 planned and executed a systematic assessment of every hospital in Puerto Rico, including those on the smaller islands of Vieques and Culebra. The team recognized early on that the entire territory was without electric power and reliable communications, so hospitals were running on on-site backup generators and were unable to call for help. Sailor-Marine teams from Kearsarge visited each hospital, met with hospital staff to see what assistance was needed, and conducted a quick engineering assessment of each generator. In some cases, the teams were able to perform immediate repairs and get broken (or almost broken) generators working; in other cases, teams were able to relay a message to responders who were able to deliver the right assistance (fuel, repair parts, or technical aid). Because of poor road and airfield conditions on Puerto Rico, many remote hospitals were difficult to reach. CTF-189's unique amphibious capability allowed the delivery of teams from the sea via helicopter right into these affected areas. The teams found many in desperate need of fuel, water, and food. With a quick message back to Kearsarge, delivery of aid by air occurred within hours.

The 2017 VIPR relief efforts have been a showcase for the capabilities and flexibility of the LHD platform. The combination of the ship-to-shore systems delivered by the 26th MEU, Helicopter Sea Combat Detachment, and Beach Master Unit TWO provide an incredible amount of versatility to any Task Force Commander. This operation relied heavily on supply

chain logistics. From the supply beach detachments in Norfolk, North Carolina, and Puerto Rico, the supply department expedited the deployment of high priority aviation parts, carried out numerous replenishments at sea, sustained shipboard and flight operations, provided the crew with meals, and delivered critical humanitarian relief supplies to those in need. To expedite deliveries, Assistant Supply Officer Lt. Cmdr. DeVoe flew ashore as part of a regional staging area assessment team and assessed relief supply distribution efforts at multiple distribution points.

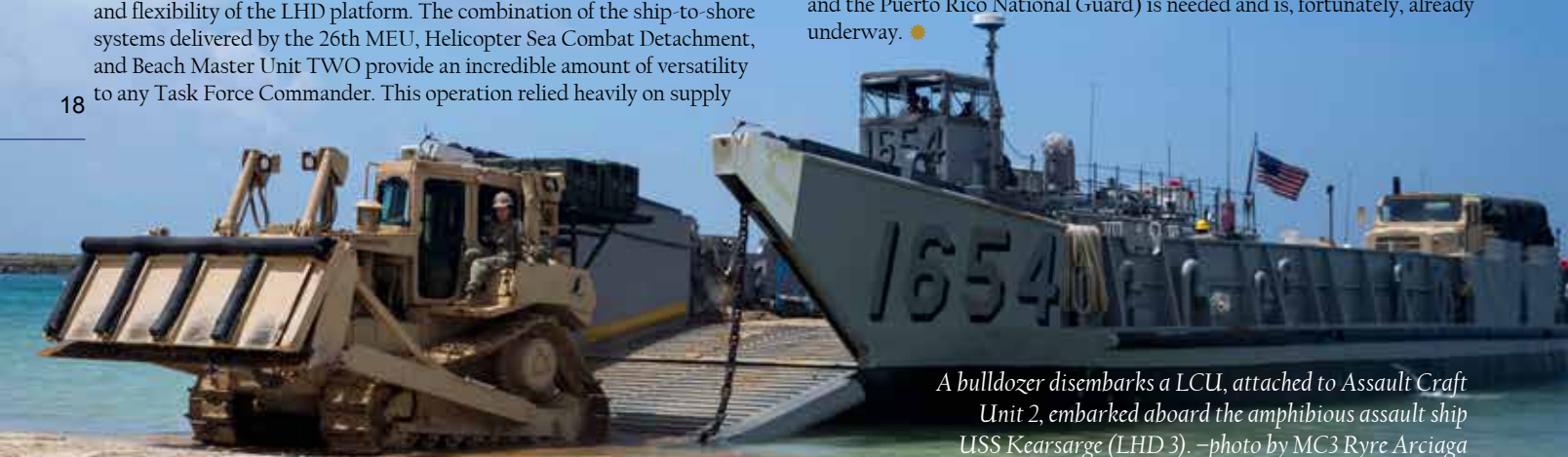
Assessments included collecting information on the layout of each facility, material handling equipment capabilities, power source reliability, fuel availability, communications, inventory accounting techniques, manpower, transportation, and security. The information collected was used to prepare situational reports and provide recommendations to Federal Emergency Management Agency (FEMA) to improve distribution efforts.

Throughout the two-month plus underway, Kearsarge conducted more flight and amphibious operations than it would do during a routine six-month deployment. Rear Adm. Hughes affirmed, “These Defense Support of Civil Authorities (DSCA) operations demonstrated the effectiveness of our amphibious force and made a lasting impression on those affected by these devastating storms.” He specifically addressed Kearsarge's rigorous efforts stating “I’m extremely proud of the Sailors and Marines who were prominent among the initial responders responsible for providing tangible lifesaving and relief support for fellow Americans in the U.S. Virgin Islands and Puerto Rico during Hurricanes Irma and Maria.”

The importance of the mission was echoed throughout the ship by personal visits from U.S. Northern Command, U.S. Army North, White House chief of staff, White House press secretary, FEMA director, governor of the U.S. Virgin Islands, governor of Puerto Rico, the President of the United States, and First Lady of the United States. “This is some ship,” said President Donald Trump, during his visit. “It has done a tremendous service for Puerto Rico and for the U.S. Virgin Islands.”

In the end, an expeditionary force, based from the sea, is the most flexible, mobile, and immediate response in the wake of a disaster, especially on an island or in coastal areas. FEMA and other first responders cannot get into a disaster area until runways are cleared, air traffic control is re-established, and sea ports are surveyed and re-opened. CTF-189 bridged the gap between devastation and the arrival of federal agency-led recovery efforts. The presence of Sailors and Marines in those initial hours and days after the disaster gave people hope, afforded affected communities time to come together to plan an effective response, and bought time to overcome the natural inertia of setting up a “long-term ground game.”

These islands need 12 to 24 months of recovery time, and VIPR may not have widespread power restoration for several months, maybe even a year. A focused ground-based long-term effort (ultimately led by FEMA and the Puerto Rico National Guard) is needed and is, fortunately, already underway. ☀



A bulldozer disembarks a LCU, attached to Assault Craft Unit 2, embarked aboard the amphibious assault ship USS Kearsarge (LHD 3). –photo by MC3 Ryre Arciaga

AROUND THE FIELD & FLEET

Tactical to Strategic: Naval Special Warfare Logistics Specialists Support Operations in East Africa

BY LT. J.G. DYLAN G. HAYDEN, SC, USN
SEAL TEAM FOUR

Logistics Specialists from Naval Special Warfare Logistical Support Unit 2 attached to SEAL Team FOUR completed a six month deployment to austere locations in the AFRICOM area of responsibility. While in East Africa, two logistics specialists served in critical roles as forward location J4 and program managers supporting counter violent extremist organizations (C-VEO) operations under Special Operations Command Forward- East of Africa (SOCFWD-EA). Logistics Specialist (LS) 1 Freddie DeJesus and LS2 Jeffery Ziegler were tasked as paying agents with a \$10 million budget in support of one of the largest Department of Defense programs of its kind. Together they executed the multi-million dollar program at the tactical level while leading Joint service members and civilian personnel to conduct their daily mission.

As a SOCFWD-EA outstation J4, their responsibility was to ensure the readiness of the U.S. personnel camp while also working with a local Somali Partner Force. DeJesus and Ziegler engaged the Partner Force J4 and executive officer on a daily basis. Their duties included supervising the payment of salaries to the Partner Force troops, along with the issue of gear, supplies and equipment. Not only did they interact with the Partner Force on a supervisory level, but they mentored and trained Partner Force J4 personnel in property management, storekeeping, financial management, and the overall accountability of gear and equipment. At the conclusion of the deployment, DeJesus and Ziegler were personally recognized by the Partner Force General during a ceremony thanking them for their outstanding effort.

In addition to mentoring the Partner Force, DeJesus and Ziegler also led a joint force to ensure mission preparedness of their austere camp to include camp maintenance, support to all critical life support systems and vehicles maintenance. They also submitted orders for all classes of supply, including Class I (sustenance) and coordinating aerial deliveries.

Their exceptional financial management, liaison skills, and expeditious decision making were critical to the successful accomplishment of their outstation's mission. Their resourcing efforts ensured their outstations remained properly equipped to maintain the highest operational tempo in program history, directly supporting mission success during 64 complex and politically sensitive combined operations during a six-month deployment. Additionally, DeJesus played a key role in support of his outstations 12-day operation, the first enabled C-VEO operation of its kind against an extremist organization in East Africa.

Thanks to their logistical knowledge, leadership and initiative, their team directly enabled the significant degradation to a VEO area of influence within their region and directly impacted strategic level operations through their tactical skills. 🌟



Above: LS1 Freddie DeJesus, SEAL Team FOUR Combat Service Support Troop, witnesses the bookkeeping of partner forces during salary payment.





DOING WHAT WE DO BEST! Naval Base San Diego Celebrates Thanksgiving Feast

BY CS1 RACHEL GALVAN, USN
MERCER HALL GALLERY

On Nov. 21, 2017, Naval Base San Diego (NBSD) galley hosted a Thanksgiving feast. Sailors, civilians, family, and friends were invited to dine at Mercer Hall Galley and enjoy a wonderful meal put together by the Ney Award winning staff. NBSD Commanding Officer Capt. Roy Love, Command Master Chief Matt Ruane, and Food Service Officer CWO4 Cesario Valencia greeted everyone and helped served the meals. The menu consisted of roast turkey, baked ham, roast prime rib, assorted pies and all the fixings. The entire food service staff, including civilian food service attendants, worked a team effort to create a great feast for all to enjoy! At the end of the day, the entire Mercer Hall Galley staff and NBSD team received numerous accolades from all in attendance. 🌟



Above: Watermelon carving done by CS1 Romnick Sarmiento.

Capt. Love and CMDCM Ruane served the crew.





Above: Mercer Hall Galley Sailors displayed some of their talents.

Below: CWO4 Valencia provides guidance to a young Sailor on proper carving techniques.



AROUND THE SCHOOL HOUSE



Lessons from New London

BY LT. EMMETT DELATEUR, SC, USN
NAVY SUPPLY CORPS SCHOOL

About seven years ago, I left the Navy Supply Corps School (NSCS) in Athens, Georgia, in a duty van with the rest of my Basic Qualification Course (BQC) class headed to our saltwater trip in Norfolk, Virginia. We were on a 10-hour journey to visit available Navy platforms at Naval Station Norfolk. Our visit would shape preferences prior to a looming billet list and orders reading. As it turned out, most of my classmates already knew exactly what platforms they wanted and only had one real curiosity - what life aboard a submarine was really like.

Through today's social media outlets, 'YouTube' offers virtual tours of Navy surface, aviation, and subsurface platforms and associated operations. The graphic visuals include aircraft carriers, destroyers, and other platforms performing hairpin turns in the open ocean, amphibious vessels launching Harriers from the flight deck, and landing craft air-cushioned vehicles bursting from the well-deck, all set to music that will motivate even the most uninspired. However, 'YouTube' maintains an extremely limited number of submarine videos making it virtually impossible to show an interested and prospective submarine supply officer what it is like on a submarine. In an attempt to remedy this shortfall of information, NSCS takes the initiative in coordinating submarine tours and hands-on experiences for each BQC class at nearby Naval Submarine Base New London, Groton, Connecticut.

Each BQC class is offered a half-day transit to New London with instructors who were previously assigned to submarines. The Groton tours center around the submarine's supply department and the challenges involved with being the chop. The host ship guides are supply department personnel, officers and enlisted, ready and willing to impart knowledge on the BQC students who could potentially be their future department head. Most initial inquiries from the students focus on material and food storage; however, natural curiosity tends to take over and students often ask questions regarding fitness facilities,

communication with family, and other quality-of-life issues which are important as well.

While aboard the submarine, students follow their guides who stop periodically to give a quick explanation of equipment. Each space is explained as having one primary purpose, though some have double or triple purposes in different situations. They soon come to realize there are more spaces on a submarine than originally perceived. On a recent tour, a BQC student inquired, "So, how do you do training here if this is the mess area?" The tour guide responded with a quick, "We only need this space for four hours a day to eat. We have twenty more hours in the day to conduct business here, and we do." Submarines are versatile. Illustrating how an entire boat has no choice but to do more with less helps BQC students understand that being resourceful is a virtue in the Navy.

Although the half-day Groton tour is not nearly long enough to allow students to witness the submarine supply operation, they are able to walk through a sufficient amount of areas. While visiting the submarine's galley, students quickly realize that their home kitchen is often larger than the galley on the boat and are awestruck by the amount of production coming from such a confined area. Transiting to the supply office, students are alerted to the fact that they have unknowingly walked past material and food stowage locations. A

student asked, "So if the parts are stowed behind a Sailors' rack, how do you get the parts if there is someone in the rack?" It almost seems like the tour guide was waiting for that question and responds with a smile. "You rack them out," meaning wake them from their slumber.

Submarine tours can't just be about the supply department. If there's going to be a tour of a war machine, there must be some shock and awe. For this, we provide students a tour of the control room which always gets an "oooo" and "ahhh" and is a great segue into the other responsibilities of a supply officer. Students handle the knobs, controls, and displays that

they will get to manipulate if chosen to serve with a submarine. And then there are the unmistakably iconic submarine periscopes, without question, one of the coolest tools! Students visualize becoming the diving officer of the watch, managing the ship's ballast and weight, handling orders from the officer of the deck, and coordinating the damage control effort for the submarine. Others will see duty as contact managers, supervising and recommending where to position the ship to prevent collision with other vessels, or even a best stance to effectively attack an enemy ship. Most importantly, it is imperative to remind the students that on all Navy platforms, they will perform the duties of more than just a Supply Corps officer.

Overall, the submarine tours provide a realistic view of life on a submarine and erase misconceptions. Initial submarine operational tours offer incredible benefits for young Supply Corps officers. Coordinating these hands-on experiences assists in relieving the students' anxiety of the unknown - a positive step in fulfilling fleet requirements for submarine supply officers. 🌟

**Submarines are versatile.
Illustrating how an
entire boat has no
choice but to do more
with less helps BQC
students understand
that being resourceful
is a virtue in the Navy.**



Above: USS Illinois (SSN 786), commissioned in Groton, is the U.S. Navy's 13th Virginia-Class attack submarine and the fourth US Navy ship named for the State of Illinois. -photo by MCC Darryl I. Wood



Left: BQC class students participated in a submarine tour at Groton. -photo by Lt. Michael Marchese, NSCS



Left: Guest speaker Rear Adm. John Polowczyk addressed the students on their journey ahead.

Navy Supply Corps School Certifies 30 Students ‘Ready for Sea’

BY LT. RYAN MATLOCK, SC, USN, NAVY SUPPLY CORPS SCHOOL

On Dec. 8th, Navy Supply Corps School (NSCS) Commanding Officer Capt. Doug Noble certified 30 students of the Basic Qualification Course (BQC) 4th Battalion Echo Company “Ready for Sea” at a graduation ceremony held at the NSCS Wheeler Center.

Rear Adm. John Polowczyk was the guest speaker at the graduation. One of his past shore assignments included being an instructor at the NSCS when it was located in Athens, Georgia.

The BQC is an in-depth 22-week curriculum encompassing the major areas of an afloat supply department to include food service, supply management, retail operations, disbursing management, Navy Cash®, personnel administration and leadership. The BQC prepares Supply Corps officers for their first operational tour by providing students with the personal and professional foundations for success.

This diverse group of students includes prior-enlisted Sailors with backgrounds in surface, submarine and aviation communities – collectively they bring years of experience back to the fleet. As a result of the training received through the BQC, the 4th Battalion graduates will bring their future commanding officers increased flexibility; continuing the Supply Corps officer legacy of being naval officers first and accountable officers always.

The top graduates in each curriculum were recognized by leadership with professionalism awards. Ensign Kameek Gordon was the BQC 4th Battalion Honor Graduate. 🌟

AWARDS

Ens. Kameek Gordon

Honor Graduate

Leadership and Management Excellence Award

Food Service Excellence Award

Navy Exchange Service Command
Ship’s Store Award

Defense Finance and Accounting Service
Excellence Award

Ens. Jesse Doiron

Food Service Excellence Award

Ens. Christina Blackburn

Supply Management Excellence Award

Ens. Blake Giragos

Newport County Council of the Navy League
Volunteerism Award

Ens. Matthew Canon

Military Officers of America Association
Professionalism Award

Ens. Mariel Gatbonton

Navy Supply Corps Foundation
Leadership Award

SHCS Ledezman Johnson

Instructor of the Battalion



Personnel Exchange Program—Down Under

BY KARLA GABEL, OFFICE OF SUPPLY CORPS PERSONNEL
NAVAL SUPPLY SYSTEMS COMMAND

Lt. Nikolai Ronningen's time in the Navy has been spent mostly overseas. He enjoys living and working in foreign countries and was thrilled to learn of a Personnel Exchange Program (PEP) opportunity in Western Australia, where he could represent the United States and the Navy. In Sept. 2016, Ronningen began a two-year tour with the Royal Australian Navy (RAN).

Ronningen is a supportability and performance officer in the Collins-class Submarine System Program Office (COLSPO) on the RAN Navy base, Her Majesty's

Australian Ship (HMAS) Stirling, located on Garden Island. At COLSPO, Ronningen works in supply support, which falls under the Capability Acquisition Sustainment Group (CASG). CASG is an Australian defense organization that oversees the material readiness of the various defense capabilities across the three branches of the Australian Defence Force (ADF). He reports to Lt. Cmdr. Scott Backo, the contractor governance officer for supply support in COLSPO and a maritime logistics officer (MLO). An MLO is the RAN equivalent of a Navy supply officer (SUPPO).

At COLSPO, he works with the sustainment branch of their submarine program. The responsibility of supporting the configuration baseline and spare parts on the submarine has been delegated to commercial industry in-service support contractors (ISSCs). A significant part of his job is providing governance to the ISSCs and ensuring that they comply with the Commonwealth of Australia requirements. Ronningen's role allows him to draw on his Supply Corps experience as a food service officer for Naval Support Facility Diego Garcia, where he worked closely with contractor personnel who operated the galley on base.

Ronningen has had many memorable experiences during his time in the PEP. He participated in the combined, joint and interagency, Talisman Saber 2017 exercise in July, in Queensland. He was embedded with the ADF, working with the CASG and the Maritime Component Command and Fleet Battle Staff. For three weeks, he was in the bush, where he slept under mosquito nets and took bucket showers. During this time, he worked with uniformed personnel from the United States, Australia, and New Zealand.

Throughout the year, there are many ceremonies to honor veterans and commemorate campaigns from previous conflicts, often from World War II (WWII). During Ronningen's posting in Australia, he has had the pleasure of meeting surviving WWII veterans and their families. Two 75th memorial anniversaries were observed this year, including the Battle of Coral Sea and the Battle of Sunda Strait, in which the Australian Leander-class light cruiser HMAS Perth (D 29) and the U.S. Navy's Northampton-class cruiser USS Houston (CA 30) were sunk.

In October, Ronningen had the honor of meeting Frank Daujat, a U.S. Navy WWII veteran, during a luncheon at HMAS Stirling. Daujat survived the bombing of Pearl Harbor and was on the USS Pennsylvania (BB 38) during the attack. Ronningen said, "this luncheon was a great opportunity to meet someone who has had an incredible experience." After the war, Daujat immigrated to Western Australia and has lived in Perth since 1948.



Above: 75th anniversary commemoration of HMAS Perth and USS Houston. Lt. Ronningen is standing next to Capt. Brian Delamont, RAN, Commanding Officer of HMAS Stirling, surrounded by members of the Returned and Services League (RSL) and young people from Australia's Navy and Army Cadets. —photo by Ross Swanborough of the Return & Services League, Western Australia

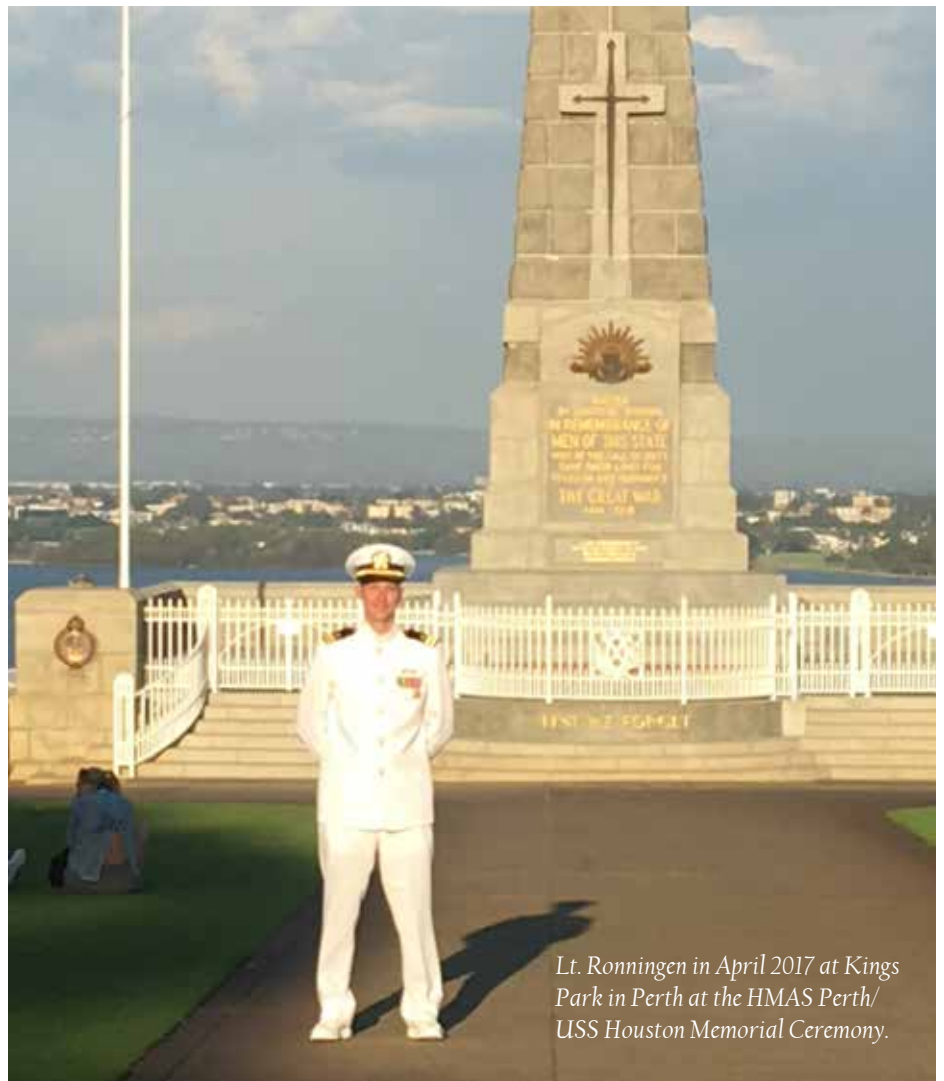
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“Australia has a strong tradition of honoring its veterans with ceremonies throughout the year. It has been an absolute honor and privilege to attend these events and represent my country and my service. I feel it strengthens the bond between our two nations and I am proud to be a part of that,” stated Ronningen.

While in Western Australia, Ronningen resides in the city of Rockingham, south of Perth and Fremantle, only a 10 minute commute from Garden Island. With its beautiful beaches and mild weather, Western Australia provides lots of recreational opportunities, including outdoor sporting events and concerts.

With his thirst for learning new languages and his interest in different cultures, Ronningen hopes to continue his career overseas. “The PEP in Western Australia has been an amazing opportunity to learn and grow both professionally and personally in another country. It has been the chance of a lifetime to help support and work with an important and strategic ally,” stated Ronningen. 🌟

Right: Cmdr. William Dull, USN, presented retired United States Navy WWII veteran submariner, Frank Daujat, with an Australian Submariner Dolphin badge alongside his grandson, Damien Embleton-Smith, in the Sir James Stirling Mess during Daujat’s tour of HMAS Stirling. Lt. Ronningen is in the back row on the right.
—photo by LSIS Bradley Darvill.



Lt. Ronningen in April 2017 at Kings Park in Perth at the HMAS Perth/ USS Houston Memorial Ceremony.



Navy Uniform App Released

BY CHIEF OF NAVAL PERSONNEL PUBLIC AFFAIRS

Navy announced the rollout of the “OPNAV Uniform” app for iOS and Android mobile devices to provide information on how and when to wear the Navy Working Uniform (NWU) Type III.

The app covers the wear rules for NWU Type IIIs released Aug. 31 in NAVADMIN 214/17. It also provides photos illustrating the different uniform items and how to wear them.

The U.S. Navy’s Sea Warrior Mobility Program (PMW 240) developed the application.

Sailors can provide their inputs for improvements through the feedback section of the app. The Uniform Matters Office and PMW 240 Mobility Program will continue to work on improving the app to address more uniform components in future updates.

The app is available for download through the Navy App Locker at <https://www.applocker.navy.mil/#/apps>, and iTunes and Google Play online stores. To find the free app, search “OPNAV Uniform” in the app stores or in your web browser. 🌟



Meritorious Service Medal

CSCS (SW/AW) Donald R. Lake, USN, Fleet Readiness Advisor and Training Manager, Naval Supply Systems Command, Mechanicsburg, Pennsylvania, Nov. 2014 to Nov. 2017.

Navy and Marine Corps Commendation Medal

LSSC (SW) Geoffrey S. Hawkins, USN, (Gold Star in lieu of Second Award), Leading Chief Petty Officer, Nuclear Supply Chain, NAVSUP Weapon Systems Support, Mechanicsburg, Pennsylvania, Feb. 2015 to Dec. 2017.

Navy and Marine Corps Achievement Medal

LSI (EXW/SW) Chase Jackman, USN, Financial Leading Petty Officer, Navy Cargo Handling Battalion ONE, Dec. 2013 to Oct. 2017.

Military Outstanding Volunteer Service Medal

CSCS (SW/AW) Donald R. Lake, USN, Fleet Readiness Advisor and Training Manager, Naval Supply Systems Command, Mechanicsburg, Pennsylvania, Nov. 2014 to Nov. 2017.

Qualifications

Enlisted Expeditionary Warfare Specialist

CSSN Alainna White, USN
LSSN Rachael Konefal, USN

Navy Cargo Handling Battalion ONE



Happy 242nd Birthday U.S. Marine Corps

The Marine Corps
celebrated its 242nd
birthday on Nov. 10th.



LT. CMDR. LANCE W. KOELKEBECK

Lt. Cmdr. Lance W. Koelkebeck, SC, USN, completed 20 years of active service and retired on April 1, 2017 after serving at Fleet Readiness Center Southwest, San Diego, California. He received his bachelor's degree from California Lutheran University, Thousand Oaks, California, and his master's degree from California State University, Monterey Bay, Marina, California. His previous duty stations include Joint POW/MIA Accounting Command, Vientiane, Laos; Commander, Amphibious Squadron FIVE, San Diego, California; Naval Special Warfare Unit ONE; Fleet and Industrial Supply Center, San Diego, California; USS Bonhomme Richard (LHD 6); and USNS Arctic (T-AOE 8).

CWO4 BRIAN D. ARMSTRONG

Chief Warrant Officer Brian D. Armstrong, SC, USN, completed 28 years of active service and retired on April 1, 2017 after serving at Commander, Navy Personnel Command, Millington, Tennessee. He received his bachelor's degree from State University of New York, Albany, New York, and his master's degree from University of Arkansas, Fayetteville, Arkansas. His previous duty stations include USS Harry S. Truman (CVN 75); Center for

Service Support, Fort Lee, Virginia; Center for Service Support, Great Lakes, Illinois; USS Carl Vinson (CVN 70); and USS Saipan (LHA 2).

CWO4 TERESA L. CULLIPHER

Chief Warrant Officer Teresa L. Cullipher, SC, USN, completed 30 years of active service and retired on April 1, 2017 after serving at Naval Air Station Pensacola, Eglin Detachment, Pensacola, Florida. She received a bachelor's degree from Mount Saint Clare College. Her previous duty stations include Naval Air Station Jacksonville, Jacksonville, Florida; USS George Washington (CVN 73); Naval Base San Diego, San Diego, California; USS Nimitz (CVN 68); Supply Services, Yorktown Detachment, Norfolk, Virginia; and USS Saipan (LHA 2).

CWO4 NEIL S. VILLANUEVA

Chief Warrant Officer Neil S. Villanueva, SC, USN, completed 28 years of active service and retired on April 1, 2017 after serving at Joint Base Pearl Harbor-Hickman, Pearl Harbor, Hawaii. His previous duty stations include NAVSUP Fleet Logistics Center Yokosuka Site Diego Garcia; Navy Support Facility Diego Garcia; Commander, Afloat Training Group Middle Pacific, Pearl Harbor, Hawaii; USNS Richard E. Byrd (T-AKE 4); Expeditionary Combat Readiness Center, San Diego, California; Naval Station Pearl Harbor, Pearl Harbor, Hawaii; USS Blue Ridge (LCC 19); and Commander, Fleet Activities Yokosuka, Yokosuka, Japan.



*Rear Adm. Richard E. Curtis,
SC, USN*

86, passed away on Nov. 2, 2017.

Rear Adm. Curtis retired after 30 years of active service while serving as vice commander, Naval Supply Systems Command (NAVSUP), Mechanicsburg, Pennsylvania. He was commissioned in the Navy in 1953 after graduating from the U.S. Naval Academy. He received his master's degree with distinction from Harvard University and, in 1972, graduated from the Industrial College of the Armed Forces. Duty assignments included: USS Vulcan (AR 5); USS John W. Weeks (DD 701); USS Chicago (CA 29); staff of Commander Submarine Flotilla Six, Charleston, South Carolina; staff supply officer for Commander-in-Chief, Allied Forces Southern Europe, Naples, Italy; director, Naval Supply Depot, Naval Support Activity, DaNang, Vietnam; Naval Air Station, Key West, Florida; Naval Ships Parts Control Center, Mechanicsburg, Pennsylvania; Strategic Systems Project Office, Washington, District of Columbia; commanding officer, Naval Supply Center, Charleston, South Carolina; executive assistant to the Deputy Chief of Logistics, Naval Material Command, Washington, District of Columbia; and deputy commander for Plans, Policy and Programs Development, NAVSUP, Mechanicsburg, Pennsylvania.

*Rear Adm. Joe Gene Schoggen,
SC, USN*

95, passed away on Sept. 15, 2017.

Rear Adm. Schoggen retired after 32 years of active service while serving as commanding officer, Navy Resale System Office, Brooklyn, New York. He received his bachelor's degree from Park College, Kansas City, Missouri, and master's degree from the University of Minnesota. He also attended the Naval War College in Newport, Rhode Island. Duty assignments included: commanding officer, Long Beach Naval Supply Center, Long Beach, California; USS Menifee (APA 202); Navy Purchasing Office, New York; Naval Air Station Olathe, Gardner, Kansas; Fleet Aircraft Service Squadron; Naval Supply Depot Yokosuka, Japan; Bureau of Supplies and Accounts, Washington, District of Columbia; supply officer of USS Altair (AKS 32); material control officer, Commander Service Force, Sixth Fleet; training officer and executive officer, Navy Supply Corps School, Athens, Georgia; director of the stock control and ammunition divisions, Ship's Parts Control Center, Mechanicsburg, Pennsylvania; assistant fleet and force supply officer, staff, Commander Service Force, U.S. Pacific Fleet; and deputy commander for planning and policy, Naval Supply Systems Command, Washington, District of Columbia.

*Capt. Ronald C. Allan, SC,
USN*

80, passed away on Nov. 26, 2017. Capt. Allan retired after 26 years of service. Capt. Allan was a Naval Reserve Officers Training Corps graduate of the University of Michigan, where he received his bachelor's degree and juris doctor degree. He served on active duty for three years on USS Altair (AKS 32), deploying to the North Sea and the Mediterranean Sea. Following his tour of active duty, he served in the Naval Reserve for an additional 23 years.

*Capt. Benajah L. Rainey,
SC, USN*

97, passed away on Oct. 29, 2016.

Capt. Rainey retired after 30 years of active service while serving in the Naval Supply Systems Command Headquarters, Washington, District of Columbia. He was commissioned an ensign in the Navy Supply Corps in June 1941. He received his bachelor's degree from Georgia Tech, Atlanta, Georgia. Duty assignments included: Navy Supply Corps School, Harvard University; USS Nevada (BB 36), on which he was serving at Pearl Harbor during the Japanese attack on Dec. 7, 1941; Carrier Aircraft Service Unit Four, Maui, Hawaii; Naval Supply Depot, Seattle, Washington; Naval Supply Depot, Guam; clothing supply officer, Brooklyn, New York; Bureau of Supplies and Accounts, Washington, District of Columbia; USS Leyte (CV 32); staff, Commander, Naval Air Forces Pacific, San Diego, California; supply officer, Marine Corps Air Station, Kaneohe, Hawaii; Ordnance Supply Office, Mechanicsburg, Pennsylvania; supply officer, Boston Naval Shipyard, Boston, Massachusetts; and Naval Ship Engineering Center and Naval Ship Systems Command, Washington, District of Columbia.

*Dr. Arthur Charles Meiners Jr.,
Cmdr. SC, USN*

83, passed away on Dec. 5, 2017. Meiners retired after 20 years of active service while serving as business and financial manager, Naval Supply Systems Command. He was a graduate of Rockhurst College and received his doctor of philosophy in business management from George Washington University. Duty assignments included: Guantanamo Bay, Cuba, during the Bay of Pigs; contracting officer, Philadelphia Naval Shipyard; supply officer, USS Guadalcanal (LPH 7); and purchase operations director, Naval Supply Systems Command, Washington, District of Columbia. After retirement, at the request of the Secretary of the Navy, he taught acquisition streamlining for major Navy-buying organizations in Washington, District of Columbia and throughout the country.



Supply Corps Heritage

The following vignette was provided by retired Rear Adm. Robert Phillips, SC, USN, and is a brief discussion on the outstanding expeditionary work that was conducted in standing, from the ground up, an expeditionary support activity center that ultimately became known as Naval Support Activity (NSA) DaNang.

* * * * *

On March 8, 1965, the 9th Marine Expeditionary Brigade landed at DaNang, Vietnam, with a mission limited solely to the defense of the airbase at DaNang which quickly expanded beyond the advisory stage and became the 3rd Marine Amphibious Force on June 4, 1965, commanded by Maj. Gen. Lewis W. Walt. In April 1965, Commander-in-Chief, U.S. Pacific Fleet (CINCPACFLT) was tasked with the logistics support of the United States I Corps, and, in turn, the job was passed to Commander, U.S. 7th Fleet (COMSEVENTHFLT). Commander Task Group (CTG) 76.4 was established under the command of Capt. Ken Huff, USNR, with Amphibious Forces, Pacific (PHIBPAC) assets such as attack transports, landing ship tanks, dock landing ships, beachmasters, and assault craft. In mid-June 1965, the Chief of Naval Operations (CNO) ordered the Nucleus Port Crew #2 from the 3rd Naval District in Brooklyn, New York, on temporary duty (TAD) to report to CTG 76.4 in DaNang. Our unit had started out as roughly five Supply Corps officers and a handful of enlisted personnel consisting of disbursing clerks (DKs), storekeepers (SKs), a radioman, a yeoman, and a boatswain mate. The unit would ultimately require massive growth in order to support the number of ships at anchor awaiting offload. The force levels counting the Navy, Marines, Army, and Air Force were rapidly approaching 20,000 personnel, with the planning documents proposing three to four times that number.

Leadership realized that supporting this mission using TAD personnel was not a sufficient long-term solution and directed Cmdr. Doheny, the mission commanding officer, and me to come up with a plan to better accommodate the requirement on a more permanent basis. Doheny gave me the supply functions side of the job,



Above: Landing ship tank offload ramps, staging area and DeLong pier.

and he took on the other aspects such as command and control, defense and security, Public Works, small craft repair, and berthing. As a mid-grade lieutenant with two years' experience at a Supply Center, the job was quite intimidating. Obviously, the future freight terminal operation was going to play a major role and the existing cargo handling battalions and the augmented Sailors gave me a decent basis for that aspect. Similarly, the disbursing operation and messing were scalable. Warehousing and stock control requirements were truly educated guesses. By mid-July, we presented our proposals to Huff, mine included a requirement for 81 supply officers and a little over 2,000 enlisted, including SKs, DKs, culinary specialists, and large numbers of able-bodied seamen. He made very few changes and then sent out a message outlining the requirements for establishing a shore activity along with the vast personnel requirements. We were somewhat stunned, however, at how and to whom he sent the message. It went out marked top secret with a priority of Op Immediate, which was not too unusual, but the addressees certainly stepped outside the normal chain of command. As I recall, it went to Commander, Task Force 76, but it also went to COMSEVENTHFLT; Commander, PHIBPAC; Service Forces, United States Pacific Fleet (COMSERVPAC); CINCPACFLT; Commander, Naval Supply Systems Command; Commander, Naval Sea Systems Command; and the CNO. Let me tell you that it certainly produced some immediate action. Within two days, the COMSEVENTHFLT supply officer was in the main office headquarters, known as the White Elephant, asking me where on earth I had come up with such crazy numbers. I brought out the top secret planning document numbers and went over my educated guesses and assumptions with him. By the end of the day, he understood how the request made sense, but advised me to "not hold my breath" waiting for any such number of personnel to show up. Simultaneously, other COMSEVENTHFLT staff officers were grilling Doheny and Huff. In later years I was told that there had been some advance planning by the Office of Chief of Naval Operations and COMSERVPAC staffs for a shore-based support activity at DaNang, but the Huff message really lit the fuse. Within two weeks, on the 2nd of August 1966, Cmdr. Robert Leventhal, SC, USN, Lt. Cmdr. William Dickey, SC, USN, and eight other Supply Corps officers reported

onboard as permanent change of station (PCS) transfers. Huff was designated prospective commanding officer, NSA DaNang, and Leventhal was designated prospective supply officer. It took longer for the paperwork to catch up with events, as the commissioning of NSA DaNang did not happen until 15 Oct.

Soon after the arrival of Leventhal, I had decided to volunteer for a PCS tour at NSA DaNang for two reasons. The obvious challenges and opportunities for a junior officer were unmatched, and it would put my tour rotation schedules back in sync with the Naval Postgraduate School (NPS) education cycle. In my request to the detailers, I asked that my revised rotation date be provided to the NPS Board.

As I was waiting to board my flight out of country in July 1966 en-route to two years at Harvard Business School, there was a total of 67 Supply Corps officers who had arrived for duty at NSA DaNang. Many years ago someone wrote the following: "Looking back,

the experience gained from association with this remarkable command during its initial phases is difficult to retell. Impressive indeed for its officers and men has been its rapid growth, larger and faster than anything since World War II. For those young Supply Corps officers lucky enough to be members of the Navy-Marine team here during this period, a chance to make decisions and contributions as breathtakingly large as they have made here will probably never come again. For those officers who, night after night patiently reworked planning estimates and messages, now stand in awe when contemplating what they have helped create. As they leave, they know they have had a chance of a lifetime, for they will use the lessons learned here elsewhere and the information disseminated by them may well affect naval operations for years to come for they have helped to write 'the book.' " 🌻

Below: Then Lt. Phillips hard at work drafting plans for what would become NSA DaNang.



Retired Rear Adm. Robert A. Phillips is a 1957 graduate of the United States Naval Academy with a Bachelor of Science degree. He then completed the Supply Corps curriculum at Navy Supply Corps School, Athens, Georgia, followed by a tour as supply and disbursing officer aboard USS De Haven (DD 727). Subsequently he had tours as the Navy Exchange officer at Naval Air Station, Oakland, California; supply and disbursing officer, the United States Logistics Group Detachment 28, Karamürsel, Turkey; and administrative officer and aide to the Commanding Officer, Naval Supply Center, Bayonne, New Jersey. Following his assignment as planning officer, NSA DaNang, Vietnam, he completed Harvard Business School studies with a Master of Business Administration degree. Duty as ship's supply readiness officer on staff of COMSERVPAC/CINCPACFLT was followed by policy and procedures branch head, Navy Ships Parts Control Center, Mechanicsburg, Pennsylvania; and supply officer, USS Vulcan (AR 5). His first command tour was commanding officer, Fitting Out and Supply Assist Team, Norfolk, Virginia, followed by deputy commander, Fleet Support and Supply Operations, Naval Supply Systems Command, Mechanicsburg, Pennsylvania. His flag assignments included Assistant Comptroller of the Navy for Financial Management Systems Washington, District of Columbia; commanding officer, Navy Accounting and Finance Center, Washington, District of Columbia; and commanding officer, Navy Ships Parts Control Center, Mechanicsburg, Pennsylvania. His awards included the Legion of Merit with two gold stars.



Above: CINCPACFLT Adm. R.L. Johnson leaving Capt. Huff's office in the White Elephant. Capt. Huff is pictured on the second step.

NAVSUP FLC San Diego Chief Receives Officer Commission

BY CANDICE VILLARREAL
OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

A NAVSUP Fleet Logistics Center (FLC) San Diego chief petty officer was pinned with a new set of uniform insignia upon receiving his officer's commission recently.

Ensign Bernardo Tinoco, formerly Chief Culinary Specialist (SW/AW) Bernardo Tinoco, was selected to receive a commission through the Navy's Limited Duty Officer (LDO) Selection Program.

"This was my final look for LDO after applying three times, so you can imagine how happy I was to find out I had been selected," said Tinoco. "I'm excited about the challenge and the change in my professional direction."

Tinoco had been serving as an instructor for the command's Navy Food Management Team (NFMT), a specialized training group formed to enhance the skills of culinary specialists to provide better food service throughout the Navy's general messes. In addition to an array of cooking and sanitation seminars held year-round for waterfront Sailors, Tinoco and the team also conduct shipboard assist visits for commands across the west coast.

"This was a hard career move for me, because all I've ever wanted was to be a chief," said Tinoco. "It's where my heart has always been. But now that I'm moving on, I want the chief's mess to know that they aren't losing a brother; they're gaining an advocate in the wardroom."

Tinoco was officially selected for the program in March, after submitting his final application package in October 2016. Along with his new commission comes an additional eight-year service obligation, which he says he is looking forward to completing with pride and dedication.

"I sincerely believe the Navy saved my life," said Tinoco. "The opportunities available for someone like me in my hometown of Dallas weren't positive. Being able to leave my cultural bubble of comfort was



extremely intimidating, but I wouldn't be where I am today otherwise."

Tinoco said he chose the LDO program because he wanted to move into the logistics side of operations, which he says will better prepare him for the endeavors he wants to pursue after retirement. Tinoco currently has 13 years of active service under his belt.

"I think the best part about continuing to lead, but in a new capacity, is that I am able to instill hope in the junior Sailors who don't yet see the light at the end of the tunnel," said Tinoco. "I used to be a third class petty officer with a negative impression of the Navy, and who always wanted to give up. Now, having moved so far from that and getting my commission, I think I can show my Sailors that anything is possible. I'm ready to make that impact."

Tinoco credits the camaraderie of his shipmates for changing his outlook and motivating him professionally.

"The day I lost my father, I received a red cross message on deployment," said Tinoco. "Seeing the entire crew gathered on the mess decks to see me off of that ship when I needed them really opened my eyes to the sense of unity I know I wouldn't have found anywhere else. It's what turned me around as a Sailor, and here I am."

Chief Warrant Officer 5 Theresa Payne, NFMT officer in charge, had the honor of placing his officer's cover during the commissioning ceremony. Having transitioned from the Chief's Mess to the wardroom herself, she said she expects Tinoco to rise to the challenge and lead his Sailors well. She also had some advice for the newly-pinned ensign.

"Now that you're in the senior position, you're going to carry the responsibilities entrusted in you as a naval officer," said Payne. "Make sure you pass the torch. Make sure your Sailors have a firm grasp on all the opportunities available to them in the Navy. Continue to share the knowledge you gained from your subordinates with your new fellows in the workplace. You've been there; you've got a lot of technical expertise. Share that information, and you'll be a great asset to the wardroom."

Tinoco is slated to depart the command and report to Supply Corps Officer School in Newport, Rhode Island, Oct. 9. He will graduate upon completion of his training in about six months, and will subsequently be assigned to a new duty station. 🌟



Left: LSI Jeremy Flennasprague, assigned to NSF Redzikowo, is recognized as the command's Sailor of the Year. NSF Redzikowo is the Navy's newest installation, and the first U.S. installation in Poland. Its operations enable the responsiveness of U.S. and allied forces in support of Navy Region Europe, Africa, Southwest Asia's mission to provide services to the fleet, fighter, and family.
—photo by Lt. Mary Sanford

Logistics Specialist 1st Class Jeremy M. Flennasprague was selected as the Sailor of the Year while serving at Naval Support Facility (NSF) Redzikowo, located in Redzikowo, Poland.

"The title 'Sailor of the Year' at any command is a great honor for a Sailor, and is something that is earned, not won," said Command Senior Chief Jason Stevenor. "Petty Officer Flennasprague's hard work, determination and commitment to helping Sailors, reinforced that he earned that title, and his continual efforts show that he has a great naval career ahead of him."

As a logistics specialist, Flennasprague's job includes custom clearing for all materials and managing the housing and personnel property shipping program. Additionally, he is the command's sexual assault prevention and response point of contact.

"Earning the Sailor of the Year award means that I have reached another step in my career," said Flennasprague. "It reminds me to make sure I am helping fellow Sailors reach their goals as well."

Flennasprague joined the Navy to better his life and see the world. He has served in the Navy for eight years, and has ambitions to continue serving as a logistics specialist and one day be commissioned as a supply officer.

He thanked his wife who stays strong while remaining at home. They are expecting their first child in May.

"Being stationed in Poland has been an exciting experience where I was able to make friendships that will last a lifetime," said Flennasprague.

Flennasprague will continue to serve at NSF Redzikowo until March 2018. Following his current assignment, he will report to Medical Supply Logistics Company 1st Supply Battalion in Camp Pendleton, California. 🌟

NAVSUP FLC Sigonella Sailor Recognized as Sailor of the Year

BY TIA NICHOLE MCMILLEN, OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

NAVSUP Fleet Logistics Center Yokosuka Provides Unparalleled Support During Rare Three Carrier Strike Group Exercise

BY TINA C. STILLIONS, OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER YOKOSUKA

NAVSUP Fleet Logistics Center (FLC) Yokosuka provided logistics support during a rare three carrier strike group exercise in the Asia Pacific region in November.

The USS Ronald Reagan (CVN 76), USS Nimitz (CVN 68) and USS Theodore Roosevelt (CVN 71) strike groups, as well as the Japan Maritime Self-Defense Force and South Korean ships, joined together in a display of force that required complex logistics coordination from across NAVSUP FLC Yokosuka's various sites, including Sites Korea, Manila, Singapore and Sasebo.

"Support to deployed forces is a central focus for the NAVSUP FLC Yokosuka team positioned in 14 sites across eight nations in the Indo-Asia Pacific Region," said Capt. Jeffery P. Davis, commanding officer, NAVSUP FLC Yokosuka. "Simultaneous support to three carrier strike groups required significant coordination to sustain key logistical support. It was truly a team effort with the NAVSUP FLC Yokosuka team members across the region working directly with carrier strike group beach detachments and key fleet representatives to achieve tri-carrier operations objectives."

The operations team, which included fuels, postal operations and material management, provided key support during the exercise that also coincided with President Donald Trump's visit to the region amid rising tensions with North Korea.

Logistic Support Representatives (LSRs) from NAVSUP FLC Yokosuka masterfully facilitated a variety of logistical requirements, including replenishments at sea, facilitating contracting requirements, expediting cargo and mail routing, coordinating transportation requirements and ensuring communication services for the three carriers.

The mission and the comfort of the crews were high priorities during the operations. Whether the requirement was a part for a weapon system, fresh food or mail, the LSRs' mentality was to utilize organic or commercial assets to expedite the delivery of the material to the crew members in the most timely and cost effective manner.

According to Cmdr. Michael Schilling, director of the operations department at NAVSUP FLC Yokosuka, the support was herculean and complex.

34 "Even the best warfighters need logistics support from ashore to be effective," said Schilling. "These are the best Sailors in the world operating with the three carrier strike groups and we take pride ensuring they have the bullets and beans ready to fight."

In addition to supporting the tri-carrier exercise, sites across NAVSUP FLC Yokosuka simultaneously assisted the three carriers across the 7th Fleet area of responsibility for more than a month.

NAVSUP FLC Yokosuka Site Chinhae team supported the Reagan Carrier Strike Group (CSG) during a six-day period in October. In advance of the port visit, two LSRs traveled to the ship's destination to ensure prearranged support services were in place to facilitate a smooth visit for the crew. Due to inclement weather caused by Typhoon Lan, the port visit shifted to an earlier than anticipated date. Despite the storm, NAVSUP FLC Yokosuka Site Chinhae assisted in bringing over 13 tons of mail and parts to the CSG, as well as offloading 65 depot-level repairable parts.

NAVSUP FLC Yokosuka Site Marianas helped plan and coordinate the Roosevelt CSG Marianas port visit. The site team concurrently supported USS Bunker Hill (CG 52) and USS Sampson (DDG 102) during port visits in Saipan and were instrumental in managing all logistics requirements for the visit, including provisions, mail, crane support, parts, tents and hazardous material.

Schilling said his operations team worked closely with the strike groups to ensure seamless support during the exercise that focused on the ability of the U.S. Navy to rapidly bring together forces from three strike groups in response to any regional situation.

"Our advanced traceability and control team established a temporary mobile node in Subic Bay, Philippines that also provided direct support to the three carrier operation," said Schilling. "During a 20-day period, they flawlessly executed an unprecedented 132 percent increase in volume by processing 2,579 critical aviation and surface depot level repairable retrograde assets in support of the operation."

The Navy's show of force was monumental, not only in terms of power projected, but in the complexity of the exercise. NAVSUP FLC Yokosuka worked hand-in-hand with the carrier strike groups in a demonstration of might that showcased the supremacy of U.S. naval forces and the ability of the logistics team to deliver a high-level of customer service on demand. 🌟

Right: NAVSUP FLC Yokosuka provided unparalleled support during three carrier strike group exercise. Material handler Victor Dixon processed carrier strike group retrograde at Advanced Traceability and Control (ATAC) node Yokosuka.

USS Ronald Reagan (CVN 76), USS Theodore Roosevelt (CVN 71) and USS Nimitz (CVN 68) Strike Groups transit the Western Pacific with ships from the Japan Maritime Self-Defense Force. The strike groups were conducting operations in international waters as part of a three-carrier strike force exercise. The U.S. Navy has patrolled the Indo-Asia Pacific region routinely for more than 70 years promoting regional security, stability and prosperity. –photo by MC3 Anthony Rivera



NAVSUP FLC Norfolk Lieutenant Supports South American Exercise

TOM KREIDEL, OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER NORFOLK

Lt. David Ferreira returned recently from a nearly three-month temporary assignment to South America, where he provided logistics support for Southern Partnership Station, a multi-national bilateral exercise sponsored by the United States Southern Command and 4th Fleet.

Southern Partnership Station is an annual series of U.S. Navy deployments focused on exchanges with regional partner nation militaries and security forces. The bilateral exercise is used to train forces of the Honduran, Guatemalan, and Chilean navies.

During his time deployed, Ferreira served as the sole supply officer for the entire exercise. He managed two expeditionary support contracts worth 1.5 million dollars and coordinated and ensured the delivery of all services and materiel for the mission.

"Everything from port-o-potties to parts, fuel and water," said Ferreira.

He added that in addition to training with the South American navies, he also took part in community relations projects, including working with Marine Corps water technicians on project where they practiced their craft by fixing a community swimming pool and digging wells in Honduras and Guatemala that provided water to tens of thousands of people.

"In Honduras, I managed to field requests from and donated building material to several villages," he said. "Several days later I heard that those villages held dedication ceremonies because the materials were extremely impactful. I couldn't believe the impact that simple things like concrete and steel pipe could have."

Ferreira said the assignment was very meaningful for him both personally and professionally, including honing skills that he can use at NAVSUP FLC Norfolk.

"Operating independently and with very few resources forced me to be fairly creative," he explained. "A lot of the expeditionary knowledge I gained should help out with standing the Regional Operations Center watch in a time of crisis too."

He also took the time to experience the culture in both Guatemala and Honduras, enjoying the natural beauty in the jungle in Guatemala and Trujillo Bay in Honduras. He also became very familiar with the local cuisine. "At first, I was pretty nervous about eating the food, but by the 3rd week, I was eating local fish and it was amazing," he added. "The food in Honduras and Guatemala is delicious." He said he was immersed in both the local culture and the Spanish language spoken in South America. "I think I went from about 4th grade Spanish to 8th grade Spanish by the time I left," he joked.

From lessons learned in being resourceful on the job, to learning about the way of life for Guatemalans and Hondurans, Ferreira said his experience in the Southern Partnership station was very gratifying. 🌟

NAVSUP FLC San Diego Employee Wins David O. Cooke Excellence in Public Administration Award

BY CANDICE VILLARREAL
OFFICE OF CORPORATE
COMMUNICATIONS
NAVSUP FLEET LOGISTICS
CENTER SAN DIEGO

A NAVSUP Fleet Logistics Center (FLC) San Diego civilian employee was named the 13th annual Department of Defense (DoD) David O. Cooke Excellence in Public Administration Award (EPAA) winner this month.

Hallie Balkin, NAVSUP FLC San Diego assistant counsel, was selected for the award after a thorough review of her exceptional contributions to the government over the past six years. She officially accepted the award during a ceremony at the Pentagon's Hall of Heroes Nov. 16. Balkin is the first Navy civilian to win the award in more than a decade.

"I am honored and humbled, especially when I think about how many wonderful federal employees there are in the DoD and how many are so deserving of this recognition," said Balkin. "I am blown away that I've been selected. This kind of thing doesn't happen without extraordinary leadership."

The EPAA recognizes only one non-managerial DoD career employee with three to ten years of federal service per year. Winners are chosen based on their demonstration of great leadership potential as a future federal executive, while helping to promote and effect cooperation and improvement within the DoD.

Balkin is a graduate of San Diego State University and Thomas Jefferson School of Law. She joined the DoD as a civil servant in 2011 after being recruited by Washington

Headquarters Services, where she served as a contract specialist for Pentagon contracts. From there, she moved on to Marine Corps Systems Command, serving as a program attorney. In July 2015, Balkin joined the NAVSUP Fleet Logistics Center San Diego team as assistant counsel.

Since entering public service, she has assessed and identified procurement shortcomings with increased risk to the DoD that led her to create several key workplace tools. Balkin created a performance work statement writing guide, legal review intake form, and a source selection kickoff brief, all aimed at maximizing efficiency and shielding the DoD from potential litigation resulting from avoidable errors. Those tools have been shared throughout the DoD to maximize their application.

“Her efforts have resulted in greatly reduced legal and financial risk to the government,” said Executive Director Chachi Gorman. “These are significant achievements that have long-lasting, positive repercussions throughout the Navy and DoD, and she worked on those things while also defending bid protest cases. She truly deserves this accolade, and we’re very fortunate to have her on our team.”

“Without the collaboration and support from my colleagues, supervisors and clients, I wouldn’t be where I am today, so I’m thankful for everyone who has played a role in my career,” said Balkin. “And my husband, who I met in law school and who works with me now, he’s my rock. He speaks the language and understands what I’m talking about. I get to bounce ideas off of him—big picture kind of things—and it’s very helpful because he understands and gives me real feedback. All this support from everywhere around me makes me feel like I can do anything. I’m so very fortunate.” 🌟



Above: Under Secretary of Defense for Personnel and Readiness Anthony Kurta and Secretary of the Navy Richard Spencer present Hallie Balkin, NAVSUP FLC San Diego assistant counsel, with the David O. Cooke Excellence in Public Administration Award.



NAVSUP FLC San Diego Sailor Receives Navy League Scholarship

BY CANDICE VILLARREAL
OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

A NAVSUP Fleet Logistics Center (FLC) San Diego Sailor was awarded a college scholarship from the Navy League of the United States in Ridgecrest, California, Oct. 26.

Logistics Specialist 3rd Class Thuy Le of the command's China Lake Code 400 team was presented with the Archie Meyer Memorial Scholarship by the Navy League's Indian Wells Valley Council.

"I am really thankful that they selected me for this scholarship," said Le. "This will allow me to take more classes this year than I would have otherwise been able to take, and it will ultimately shorten the time until my graduation."

Candidates for the scholarship had to be active duty service members at a paygrade of E-6 or below who received a command recommendation and presented strong evidence of continued academic excellence. Transcripts were also required, along with a personal essay demonstrating college-level reasoning and analysis on a Navy or Marine Corps topic. Le's essay was focused on the Navy's core values of honor, courage and commitment.

"There is so much opportunity all around you in the Navy; you just have to learn to navigate it all," she said. "My chain of command brought this scholarship to my attention, and they are always pushing us to better ourselves, both as Sailors and as citizens. Pretty much my entire work center is going to college right now."

Le currently uses the Navy's tuition assistance program to attend National University while on active duty. She has maintained a 3.8 grade point average at the institution while working toward a Bachelor of Science degree in public health, which she hopes will open up nursing opportunities with the Navy's commissioned officer programs in the future.

"She is an outstanding petty officer," said Senior Chief Logistics Specialist (AW/SW) Randy Fillmore. "She consistently strives to do more than what is required of her, and she's very goal oriented. She's forward thinking, always looking five or 10 years down the line, ready to succeed. She's ready for everything, and she's a great Sailor. She deserved this scholarship."

She enlisted in the Navy straight out of high school so she could get an education, gain work experience and travel the world.

"I would do it all over again," said Le. "I had never been away from home. The Navy has given me a lot of real-life experience most civilians just don't get, and it's given me a really great set of skills at the same time."

The eldest of five children, Le will be the first person in her immediate family to earn a college degree.

"My parents didn't have the education they wanted because they couldn't afford it," said Le. "I grew up in the kind of environment where I was expected to lead my four younger siblings and set a good example, so I feel good about being able to show them there are ways to seek out opportunities and meet your goals. It's a really awesome feeling." 🌟

NAVSUP FLC Sigonella Supports Destroyer Operations

BY TIA NICHOLE MCMILLEN, OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

NAVSUP Fleet Logistics Center (FLC) Sigonella's, site in Rota, Spain, conducted last minute operations in support of USS Mitscher (DDG 57), USS Winston S. Churchill (DDG 81), and USS McFaul (DDG 74).

Site Rota's Logistics Support Center (LSC) coordinated between the ships and support activities to provide a quick turn-around of fuel and other logistic

requirements. The LSC coordinated with Naval Station Port Operations and NAVSUP FLC Sigonella bulk fuels division to ensure a timely brief-stop-for-fuel operation.

Site Rota's bulk fuels division delivered 342,668 gallons of F-76 fuel to support all three units in an 18-hour period, while simultaneously receiving 6,716,386 gallons of JP-8 to support flightline fuel requirements.

The professionalism and the expedited fuel delivery allowed nearly 1,000 Sailors to reunite with their loved ones earlier than scheduled. The entire operation was a success and could not have happened without the efforts of the Site Rota fuels and LSC teams.

Naval Station Rota is strategically located near the Strait of Gibraltar and is the halfway point between the United States and Southwest Asia. It is home to four forward-deployed naval forces ships. 🌟

USNS Leroy Grumman Receives Emergent Logistics Support from NAVSUP FLC Sigonella

BY TIA NICHOLE MCMILLEN
OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

USNS Leroy Grumman (T-AO 195) received emergent logistical support from NAVSUP Fleet Logistics Center (FLC) Sigonella's Logistics Support Center and Defense Logistics Agency (DLA) Distribution Sigonella, while at anchorage in Augusta Bay, Sicily.

Leroy Grumman is currently deployed to the U.S. 6th Fleet area of responsibility, providing fuel and logistics support to the Navy's combatants in the area.

During its brief period at anchorage, the ship received high-priority cargo, mail and food by barge and crane transfer immediately prior to getting underway and completing two replenishments at sea with another logistics ship and a Navy destroyer.

The NAVSUP FLC Sigonella team worked with the local husbanding service provider to load Leroy Grumman with 10 pallets of emergent provisions, five pallets of high priority parts, and 48 pieces of mail supporting USNS Medgar Evers (T-AKE 13) and USS Porter (DDG 78). Emergent visits like this one enable logisticians to provide combatants with critical parts and provisions to keep them on mission.

"It was good to see the evolution unfold and comforting to know that with the combined efforts of our U.S. Navy, local nationals, civilians, and contracted teams, [we] can support critical evolutions like this especially at short notice," said Logistics Specialist 2nd Class Michael Sills, from NAVSUP FLC Sigonella.

Sills was a critical enabler in the evolution, ensuring the timeline for delivery of all trucks, arrival of the barge, and readiness of the ship all lined up to prevent spoiled food, and assuring timely completion of the process. 🌟





NAVSUP FLC Sigonella Conducts “Meet the Fleet” Trip to USS Mount Whitney (LCC 20)

BY TIA NICHOLE MCMILLEN, OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

As part of its “Meet the Fleet” initiative, junior Sailors from NAVSUP Fleet Logistics Center (FLC) Sigonella visited USS Mount Whitney (LCC 20), Oct. 31, during the ship’s port visit to Augusta Bay, Italy.

The purpose of the visit was to help the Sailors better understand how the partnership between an operational shore command and the fleet enables a logistically smooth port visit. These junior Sailors have yet to serve on a ship and this particular experience provided on-the-job training.

Throughout their time at the pier and aboard Mount Whitney, the group was briefed on the logistics requirement process, husbanding service provider (HSP) contracting support, the port visit task order, and the

role of a logistics support Sailor to ensure proper execution of the aforementioned tasks.

“All Sailors, junior or senior, are required to qualify as a logistics support representative apprentice as a part of the NAVSUP FLC Sigonella command, and this type of hands-on training and instruction is significantly more helpful than classroom discussion,” said Lt. Derek Roncaioli, the logistics support officer who arranged the visit.

The group was provided a tour of the ship, including the barber shop, ship store, galley, post office, supply storerooms, and various unique features of the Blue Ridge-class ship.

During the port visit, the HSP and Logistics Support Center team loaded four

pallets of provisions, 60 pallets of cargo, 52 pounds of mail, and 35 pallets of small arms ammunition. Additionally, they delivered 440 pounds of outbound mail and 51 pallets (two semi-trucks full) of miscellaneous cargo to Gaeta, Italy, for the ship’s return to homeport. 🌟

Above: As part of its Meet the Fleet initiative, junior Sailors from NAVSUP FLC Sigonella’s fuels depot, fleet mail center, hazardous materials center, and the transportation office visited the USS Mount Whitney (LCC 20).



NAVSUP FLC San Diego Meets with College Grads at HACU Annual Conference

BY CANDICE VILLARREAL, OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

A NAVSUP Fleet Logistics Center (FLC) San Diego employee attended the Hispanic Association of Colleges and Universities (HACU) annual conference to meet with college graduates and recruit potential internship candidates in San Diego.

Margie Hontucan, a program analyst with 38 years of civilian federal service, represented NAVSUP FLC San Diego and served as a subject matter expert at the event.

"We have attended a number of recruiting events in the past," said Hontucan. "With the Navy building up its acquisition workforce, we are always looking for a diverse group of the best and brightest qualified candidates."

Hontucan joined three NAVSUP employees at the conference to let attendees know about civilian career opportunities with NAVSUP, Naval Sea Systems Command, Naval Air Systems Command, Naval Facilities Engineering Command, and Space and Naval Warfare Systems Command.

With more than 558 different civilian occupations, civil service opportunities for motivated professionals are nearly endless. NAVSUP offers a variety of career options and worldwide locations that make it an attractive employment choice for suitable candidates.

"A lot of people don't know there are civilian careers that support the Navy," said Hontucan. "They often aren't aware that they can work some challenging assignments, hand-in-hand with our uniformed counterparts. These are incredible jobs that allow them to make a difference, and they offer excellent benefits and great promotion potential as well."

Left: Lindsey Underkoffler, Lauren Engle, Mike Runkel, and Margie Hontucan represented NAVSUP at the Hispanic Association of Colleges and Universities annual conference.

When she isn't busy reaching out to the future of the American workforce, Hontucan spends her time ensuring defense acquisition training requirements and certifications are met, managing manpower, and generating requests for personnel action for the command's contracting department.

"I love my job. I love watching people grow, develop and progress through their careers and become successful," said Hontucan. "For example, the interns we hire begin at the GS-7 level and move all the way up to GS-12 within just the first three-year period. It isn't easy. There is some intense training involved. But, as long as they can meet the competencies, pass their classes and get certified for acquisition, this is an unbelievable career opportunity for them."

Contracting Deputy Director Marcia Cruz said future plans include continued presence at conferences whenever possible, in addition to recruiting efforts at various career fairs and events for transitioning service members and military spouses.

"Promoting awareness about these career enhancing opportunities is vital to sustaining a workforce made up of highly qualified individuals who are ready to support the Navy's mission," said Cruz. "That also goes for some of our transitioning military members. That degree they earned on active duty or by using the G.I. Bill might get them into one of our developmental positions where they can continue to serve and support their country in a civilian capacity."

For more information on the Naval Acquisition Development Program visit <http://www.secnav.navy.mil/rda/workforce/pages/nadp.aspx>. 🌟



NAVSUP WSS Celebrates 100 Years of Service to Navy, Marine Corps, Joint and Allied Forces

BY SARAH GLINSKI
OFFICE OF CORPORATE
COMMUNICATIONS
NAVSUP WEAPON
SYSTEMS SUPPORT

NAVSUP Weapon Systems Support (WSS) celebrated 100 years of keeping the U.S. Navy's planes flying on Nov. 28.

Exactly one hundred years after the Philadelphia Naval Aircraft Factory (NAF) opened its doors for business, NAVSUP WSS hosted senior Navy and Marine Corps leadership and civic and political leaders in honor of its rich legacy of naval aviation supply support.

NAVSUP WSS, the U.S. Navy's premier supply chain manager, traces its roots back to the NAF as a longstanding member of the Philadelphia community. Since the NAF supply department was founded, subsequently expanded and grown into modern-day NAVSUP WSS, the command has provided top-notch, end-to-end lifecycle supply support for numerous aviation platforms and weapon systems.

"We've come a long way from assembling ailerons and painting Navy insignias on P-2 aircraft. But some things never change," said Rear Adm. Duke Heinz, commander, NAVSUP WSS. "We serve the naval fleet first, now, and always. Their urgency and need to be wartime ready around the globe, around the clock, is our motivation to be more predictive, innovative, agile and responsive."

The day started with a ceremony and ended with the arrival, tours and take-offs of two H-1 helicopters—a Huey and a Cobra.

Rear Adm. Roy Kelley, commander, Naval Air Force Atlantic provided keynote remarks at the ceremony, during which the command's stakeholders and employees alike remembered the past and looked to the future of Navy flight.

"On behalf of a grateful naval aviation enterprise, I'd like to personally thank [NAVSUP WSS] for your deep commitment

Left: Current and former NAVSUP WSS commanders, vice commanders, and deputy commanders of aviation, alongside local Philadelphia community leaders and the family of former Aviation Supply Office employee Lois Haywood, celebrate 100 years of naval aviation supply support on the front steps of NAVSUP WSS on Nov. 28. Pictured in the first row from left to right: retired Capt. Ray Rodriguez, former NAVSUP WSS deputy commander of aviation; Michael Madden, vice commander, NAVSUP; Rear Adm. Roy Kelley, commander, Naval Air Force Atlantic; Rear Adm. Duke Heinz, commander, NAVSUP WSS; retired Vice Adm. Keith Lippert, former NAVSUP WSS commander; and retired Vice Adm. Mark Harnitchek, former NAVSUP WSS commander. —photos by Maddie Klebe, NAVSUP WSS

to the warfighters you serve and for a job very well done,” said Kelley.

“In 2017 alone, you supplied 357,786 critical components and piece parts to the fleet, enabling our country’s aviation assets to conduct sustained combat operations against those who would threaten the United States and our allies,” Kelley continued. “The hard work you do every day is not lost on the warfighter.”

The audience also enjoyed special presentations by Philadelphia City Council

Member-at-Large David Oh, who recognized NAVSUP WSS’s service history with a City Council Resolution, and Dr. William Trimble, professor emeritus, Auburn University and author of *Wings for the Navy: A History of the Naval Aircraft Factory*. Trimble’s presentation covered the history of aircraft produced in Philadelphia and the different commands that segmented from NAF.

Additionally, attendees listened to stories and saw photos from former command employees, took self-guided tours of NAVSUP

WSS’s static display legacy aircraft and spoke with Naval History and Heritage Command personnel, who were on-site displaying vintage Navy artifacts and exhibits. 🌟

NAVSUP WSS celebrated 100 years of service in commemoration of the establishment of the Philadelphia NAF on Nov. 28.



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U.S. NAVY SUPPLY CORPS: LEADERSHIP PERSPECTIVES – STRATEGIC MOVES

Capt. Jonathan Haynes shares his experience
with the Supply Corps.

This video may be viewed at:
<https://youtu.be/Y5URiE7fovE>

